

#1 speaker

Members of the St. Paul Planning Commission, thank you for your service to St. Paul and for the opportunity to speak today. I strongly support the bike plan and am very encouraged by what I've read so far.

I live in Highland Park with my wife and three kids. Over the years, biking has become an increasingly important part of my life. I began commuting by bike three years ago, traveling from Highland Park in St. Paul to the North Loop area of Minneapolis daily during all but the snowiest, iciest months. I began doing this after learning more and more about climate change, especially the effect it will have on my children if we continue consuming fossil fuels and transporting ourselves the way we do today. What I discovered is that I love biking for it's own sake, the health benefits as well as the plain old fun of riding.

Because of the bike infrastructure already in place, my family was able to sell one of our cars over a year ago. We are now a family of five living with one car. More recently, I switched my workplace from Minneapolis to St. Paul. Minneapolis is a fantastic city for bikers, even in most of downtown. With this bike plan, St. Paul has the chance to not only make up lost ground, but leapfrog our sister city.

I was happy to see that the bike plan has a much-needed focus on making downtown St. Paul more bike friendly. This is a glaring need, as anyone who has ever tried to enter the city on bike will realize. Even as a fairly experienced city biker, I get nervous making my way along West 7th, approaching the Xcel Center, turning right and heading East on Kellogg. I've often abandoned the road in this situation when traffic is heavy. Like many streets in downtown St. Paul, there are almost zero clues on that stretch of road to guide bikers and keep them safe.

I strongly encourage you, members of the commission, as well as city council members and the mayor, to bike our streets as often as possible. It will give you a perspective that cannot be matched any other way, and will make crystal clear the need for a bike plan that is as robust as possible.

Having read the plan and some analysis of it, I feel the plan is directionally correct. However, the suggested review period of 5 to 7 years is far, far too infrequent. Given the current rate of change (in the climate, technology, public opinion, pretty much everything), I have a very hard time imagining what St. Paul or the rest of the world will look like in 5 years. You may feel the same way. For a plan this important to be effective, the review period must be much shorter - at least annually, and ideally biannually.

There will be changes to this plan over time, no doubt. But we are starting on the right foot. Thank you for that, and keep up the good work.

Drew Johnson  
1287 Scheffer Ave.  
St. Paul, MN 55116

I'm here today to speak for my family and for my business. I've had my home or business along Jackson for almost 15 years now. My wife first moved into Lowertown back in the 80s.

For decades our downtown streets have been owned by the car. On many streets we've turned half of the public right of way into dead, on-street parking lots. Some people will claim that's necessary for business. That hasn't been true for my customers, representing over a hundred different medical device companies, who park in one of the many convenient parking garages along Jackson when they visit our offices.

Oddly, those same people that fear the loss of on-street parking lots also frequently complain that downtown is dying or already dead, because no one wants to come down here. Decades of on-street parking lots did nothing to create business. If I want to drive to a store with easy parking, I can go to Roseville or the Mall of America. You can't compete with their free parking. What you can do is transform our dense downtown business district into a vibrant, friendly, attractive place for people to walk, bike and linger. Studies around the world have shown that those places generate far more revenue and business opportunities than their car-filled counterparts.

More importantly, other studies have shown that car ownership is a significant drain on the local economy, pulling over \$9000/year/car out of a city. This bike plan is our chance to make it possible for hundreds or even thousands of people to take one step closer to being car free, and pumping millions of dollars back into St. Paul, instead of the pockets of car companies, gas companies and insurance companies.

As a planning commission I hope you will approve this plan to move St. Paul into the future, instead of miring it in a past that's no longer relevant. Please help make these investments in our city, both for the health of our people, and the health of our economy.

Jim Ivey  
300 Wall St #708  
St. Paul, MN 55101

## 12.05.2014 | St. Paul Planning Commission Meeting | St. Paul Bike Plan Comments

I am in front of you today in support of the City's proposed bike plan as a public health professional, St. Paul Smart Trips Board Member and Vice Chair, St. Paul Women On Bike s Spokeswoman, and – most importantly – a mother of two small children learning, living, and working in the great City of St. Paul.

Reasons I support the plan are numerous, and include wanting to:

- **Make biking a safer and easier choice for people of all ages and abilities.** Particularly includes people experiencing health inequities who may have limited transportation options, and young people. This is one reason why it is **critical to increase the amount of protected facilities** throughout the city – these are more welcoming to **attracting the interested, but concerned** to the freedom of bicycling. [Share how protected facilities will provide a better environment for teaching my children how to bike in the city. I want them to grow up integrating healthy choices into their routines.]
- **Prioritize connecting a network with specific destinations** in mind. For example, in considering priorities look at how we can connect people with limited resources to housing, food, education, public resources like libraries – these are also places my family and I enjoy traveling to by bike, but the **first time you get groceries with small children by bike is daunting.**
- The importance of **leveraging existing resources and partnerships** to support, encourage, and provide education on biking needs to happen to get more people to choose biking. The city plan needs to better acknowledge and **identify how opportunities that Women on Bikes** offer to introduce challenging topics – like biking with small children to get groceries. Another program to support biking includes a thoughtful approach to **Safe Routes to School**, which the city should be encouraged to strategically engage with.
- Programs like WOB and SRTS provide an opportunity to **authentically engage the community** in creative ways. These should also be considered opportunities to build support for implementation of the bike plan. This also provides an opportunity to engage more diverse populations, and not just those that are able to make a public meeting during 8:30 AM on a Friday or 5:00 PM on Wednesday evening. Anyone with competing priorities and families know it's not easily feasible to participate in the traditional public process. Please **consider creative experiential opportunities to get feedback** from the public – like Open Streets or Better Block demonstrations.

Bottom line: I'm excited about how the city can leverage partners and others to help implement various facets of the bike plan. I am hopeful for better bicycling infrastructure in the next 5 years, and will happily do what I can to support a St. Paul where my kids can bike to school, the library and to get bread when we run out mid-week. I whole-heartedly support this plan – and more – and intend to be along for the ride.

*& encourage you to approve this plan*

- AMBER DALLMAN  
1328 SARGENT AVE  
ST. PAUL, MN 55105  
12.05.2014

Dec 5 '14

Testimony for the Bike Plan at City Hall

590 Laurel Ave. 55102

My name is Rebecca Airmet. I'm a resident of Ward 1.

esp. Reuben Collins

First, I want to thank the city for all the hard work on the bike plan. It's obvious that great effort and care has been put into engaging the community and addressing our needs.

*great* I spend a lot of time in the summer biking for fun and recreation in St Paul. *I live near some of our city's* ~~It's not terribly difficult to find an off-street trails near my home,~~ and for that kind of ride, I don't need end-of-trip facilities like bike racks.

*the existing trails don't go everywhere I need to go.*

However, I also bike for transportation. That's not as easy: I'm much more likely to bike somewhere when I KNOW there is a safe route to get there and a safe place for my bike at the end of my trip.

So I want to thank you for making connectivity a priority and for including ~~end-of-trip facilities~~ *bike parking* in the Bike Plan. They are a crucial part of making practical, transportation-oriented cycling accessible to a wider population. *Please don't regulate/right of way bike parking - not enough as it is.*

I am also a mother. This summer my 16-yr-old daughter was hit by a car on her bike while crossing a major arterial street at a crosswalk. She's alright, thank goodness: only bumped and bruised. But it brings two things into focus for me: (1) the need for safer bike infrastructure AND (2) the need for greater public awareness of cyclists and their safety. When biking is the norm instead of the exception, when it's recognized as a regular and reasonable transportation option, people on bikes are safer. Educating drivers about bikes and bike safety, and not just cyclists, also increases our safety. My daughter, or anyone else on a bike, can take all the precautions in the world, but at the end of the day, they are inherently vulnerable to the actions (and lack of attention) of anyone behind the wheel of a large, heavy, rapidly moving chunk of metal. The plan doesn't currently address the need for promotion, education, and encouragement. Please include guidelines for setting aside a percentage of funds to educate the public about the rights of cyclists, the benefits of cycling, and the safety of everyone who uses our streets.

The gold standard for safety is separated bicycle facilities whenever and wherever possible, particularly physically buffered or grade-separated bike lanes. In city after city, such safe facilities have resulted in more bike riders and fewer cycling-related deaths. Addressing crossing points at arterials and other high-traffic, high-speed intersections with infrastructure or signalization is also crucial, as my daughter's experience highlights.

→ *Support Joan's testimony regarding speed limits 40-85% / 30-35% / 20 5%*

Finally, cycling is not a special-interest activity. It's not about riding fast in spandex. It's a mode of transportation. For some people it's optional. For others, it's not: it's a necessity. Bicycling represents the best of so many things: stronger social interactions, better health, improving economic vitality, stronger communities, and better service by our government for those who need it most. Equity lies at the heart of The Bike Plan. If it is adopted, and then implemented with a strong vision and spirit of equity, it can help restore and enhance dignity for those among us who do not have a car or who ~~choose~~ ~~to~~ minimize car use, whether by choice or by necessity: the young, the old, the poor, the environmentally conscious, the forward-looking, the believers in the best of what St. Paul can be.

Thank you.



I'm Nicki Jones, and I'm here today to support the Saint Paul Bicycle plan.

A year and a half ago, our family of 6 – I, my husband, and our 4 kids -- sold our only car. We use public transportation, bicycles, and walking to get nearly everywhere we go. Anything we do within the city limits of the Twin Cities, we and our children can and do use our bikes to get there.

But there's a cost. We have to avoid most of the direct ways to get from point A to point B, because it's not worth endangering ourselves or our children to take the fastest route. I support the Bicycle Plan because it outlines a great start toward creating more safe bicycle routes, and I urge the city to push for making most of those routes as safe as possible by implementing protected lanes wherever possible. We need physical barriers, not just painted lines, between cars and bicycles.

I'm also here today as a business owner in support of the Bicycle Plan. We own and run a martial arts school in the Midway neighborhood that supports about 150 families. In our previous location directly on University Ave., we had 3 parking spaces available for our students, and when those three spaces were filled, the closest parking available was down the block and around the corner on a side street. Yet in that location, we grew from 10 families to over 100 in the course of 3 years.

At a recent Metro Independent Business Association public policy meeting, one of our members talked about moving his retail business from Snelling Ave. to Como Ave. in the St. Anthony Park neighborhood. Neither location had dedicated parking, but business is significantly better on Como Ave, in part because the bicycle lanes. He said, "Bicyclists move slower, therefore cars move slower, and everyone has a better chance to see our storefront and stop."

In our current location, just off University, we have the luxury of plenty of available off-street parking. But we continue to challenge and reward our customers to use transportation choices other than single-occupant vehicles. We have taken our "best" parking space, the one closest to our door and converted it entirely to bicycle parking. We can and do fit about 12 bikes in that single space in any given evening – weather permitting. All we need now is for the city to do its part, and make those routes to our business safer and more accessible for our growing customer base who choose to bike.

Thank you.

#14

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Friday, December 05, 2014 11:25 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: The Draft St. Paul Bicycle Plan

**From:** Paul Bengtson [<mailto:paul@capitolrivercouncil.org>]  
**Sent:** Thursday, December 04, 2014 10:21 AM  
**To:** Coleman, Chris (CI-StPaul); Thune, Dave (CI-StPaul)  
**Cc:** Collins, Reuben (CI-StPaul); Lindgren, Patricia (CI-StPaul)  
**Subject:** The Draft St. Paul Bicycle Plan

Mayor Coleman and Councilmember Thune,

The CapitolRiver Council has taken the following position on the draft City of St. Paul Bicycle Plan:

**WHEREAS**, the CapitolRiver Council believes a system of safe and convenient bike trails will be an asset to the City of St. Paul, and

**WHEREAS**, the CapitolRiver Council believes that parking is an important factor in the economic viability of Downtown St. Paul, especially for small businesses and retail businesses, and

**WHEREAS**, the City of St. Paul is undertaking a parking study in Downtown St. Paul that is scheduled to be completed in early 2015,

**BE IT RESOLVED**, that the proposed loss of on-street parking in Downtown St. Paul requires further study, and

**BE IT FURTHER RESOLVED**, that the Downtown Bike Loop should promote safe and convenient biking with minimal adverse impact on local, downtown businesses.

A representative of the CapitolRiver Council will read this testimony into the record at the Pubic Hearing before the Planning Commission on Friday, December 5th.

Sincerely,

--

Paul Bengtson

**CapitolRiver Council**  
101 E 5th St Suite #240  
St Paul, MN 55101

651.221.0488



## **Improving the Downtown Bike Loop Connection for Saint Paul**

April 1, 2014

At the request of Greater St. Paul BOMA and the Saint Paul Area Chamber of Commerce, a task force of downtown business representatives was convened to analyze and provide feedback on the Downtown Loop portion of the newly proposed Saint Paul bike plan. The task force included representatives from Securian, St. Paul Smart Trips, NiceRide Minnesota, Great Waters Brewing Company, PAK Properties, GovDelivery, and Grand Avenue Software. We submit the following recommendations for consideration by the City of Saint Paul.

Our task force strongly supports the general idea of an integrated Downtown Bike Loop (the Loop). We feel that the idea of designated off-street paths and connections to regional trails in the downtown area is innovative and should be commended. Assuming the necessary infrastructure is implemented (bike parking, repair stations, way finding, etc.) we believe this idea has the potential to not only be successful, but offer the City a unique regional attraction.

However, we encourage the City to think bigger. The plan states that the current route "minimizes impacts" on the downtown area. If such a plan is implemented, there will be impacts on business regardless of the chosen route. Because of this the Loop's route should instead be chosen to maximize return on the projected \$18 million investment the City plans to make. The number one priority of the plan should be to focus on economic development by routing the Loop past businesses that stand to gain from its implementation. By focusing the Loop's route on maximizing return for retail development, as well as bike and pedestrian comfort, the City will significantly increase the development opportunities available to local businesses.

The Loop is an opportunity for the City to create a regional attraction unique to Saint Paul. By thinking bigger and focusing on economic development the bike Loop becomes an additional catalyst in enhancing the vibrancy of downtown Saint Paul, as well as providing alternative transportation options to employees. With this in mind we offer the following recommendations:

### **Prioritize the Loop portion of the citywide bike plan.**

- This portion has far and away the most potential to transform the City and at a reasonable projected cost of \$18M should be the first priority for implementation.
- Additionally, we recommend prioritizing the segment implementation of the Loop based on greatest potential economic benefit.

**Consider Wabasha instead of St. Peter for the west end of the Loop.**

- A dedicated off-street path on Wabasha offers far more economic development opportunities than St. Peter, as well as giving the City a beautiful Capitol to River connection that would be unique to Saint Paul.

**Consider 4<sup>th</sup> Street instead of Kellogg for the south end of the Loop.**

- The economic development potential on 4<sup>th</sup> Street appears significantly greater than on Kellogg. The City should take advantage of this, as well as the opportunity to create a unique pedestrian/biking experience that connects the Lowertown Ballpark to over 3,000 off-street parking spots available along 4<sup>th</sup> Street.

**Consider a connection to Lowertown.**

- A Lowertown connection would take advantage of the new ballpark by offering visitors a safe, attractive path to walk or bike along that would put them in front of downtown businesses.

The City should capitalize on this significant opportunity for growth. The changes we propose will have a strong positive impact on business along the route as well as on downtown in general.

Thank you for your consideration,

Matt Kramer  
Saint Paul Area Chamber of Commerce

Joe Spartz  
Greater Saint Paul BOMA

Tony Bol  
Wabasha Partners



## Planning Commission Testimony of Elizabeth Wefel, December 5, 2014

Dear Chair and Members of the Planning Commission.

My name is Elizabeth Wefel, and I'm a resident of the St. Paul Summit Hill Neighborhood, 977 Goodrich Avenue # 4. I work near the Capitol and commute by bike when the weather is better. I'm a confident and avid biker for recreational and utilitarian purposes who's been biking almost as long as I've been walking. I appreciate the opportunity to speak with you today and give my strong support for the proposed St. Paul Bike Plan. I'd like to make a few specific comments on the plan:

- **Bicycle Plan.** I'm ecstatic that St. Paul is taking these steps forward to improve biking accessibility and safety in the city. Biking is good not only for the health and happiness of the biker but biking also helps everyone around us. Biking gets cars off the road and makes the streets calmer and safer. Let's make this plan happen! It will improve our city in so many ways. I also want to note that I am a SpokesWoman for St. Paul Women on bikes and fully support the comments submitted by the organization and hope you pay close attention to them.
- **Connections.** Don't underestimate the importance of safe connections between our major bike areas. I'm a confident biker and try to do my errands downtown on bike, but it scares the heck out of me getting to and from Downtown and Lowertown as well as biking around those areas. We need to make it easier and SAFER for bikers to get into and out of places like downtown.
- **Bike racks and facilities.** Please be very cautious about the suggestion in action item 7.1.1 which suggests we need an ordinance prohibiting bikes from being locked to certain fixed objects in the public right-of-way. The sad fact is we have a serious problem with bike theft in the Twin Cities, and I know this from personal experience. My three bikes were stolen in St. Paul this summer (I also felt the police department didn't take my concerns seriously, but that's a different story). Cars and bikes are not equivalent when it comes to theft. The risk of bike theft is much higher. The city should not tell bikers they can't lock to trees, signs, etc. when there's simply no place to lock our bikes. Even when there are racks, they are often inadequate. If the city is concerned about where bikes are parked, look at the root of the concern. If the city does not want bikes blocking roadways, tailor your concerns to that issue. Install more bike racks to lessen the problem. But the city should recognize, it's important that people be able to lock their bike in unusual places.
- **Nice Ride.** After my bikes were stolen, my only solace was my nice ride membership, which allowed me to continue commuting to work and on some

errands. I would love to have used it more, but we need more stations, particularly in underserved neighborhoods like along West Seventh and the East Side of St. Paul. I'd also urge that existing stations be located closer to light rail stations, not one or two blocks away.

Again, I want to emphasize how thrilled and excited I am that St. Paul looks to move forward on this bike plan. I really hope that all of you will support it with some minor modifications as it moves forward. Thank you!!

Please feel free to contact me with any questions.

Elizabeth Wefel  
977 Goodrich Avenue # 4  
St. Paul, MN 55105  
eawefel@gmail.com

#18

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 1:14 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Bike Plan

**From:** Amy Schwarz [mailto:[amy.z.schwarz@gmail.com](mailto:amy.z.schwarz@gmail.com)]  
**Sent:** Monday, December 08, 2014 12:23 PM  
**To:** Collins, Reuben (CI-StPaul); Tolbert, Chris (CI-StPaul)  
**Subject:** Bike Plan

Dear Mr. Collins and Councilmember Tolbert,

Thank you to Mr. Collins for his hard work on the St. Paul Bike Plan. Below are my comments:

I strongly support the St. Paul bike plan. As a Saint Paul resident who uses multiple modes of transportation, I think it is extremely important that the City of St. Paul move this plan forward. I believe having a comprehensive bike plan, with the support of the City will promote economic development in the city for a number of reasons.

First, many residents use their bikes for transportation and recreation. Having good bike access and parking near local businesses is crucial. In the warm months, I bike to restaurants, concerts, festivals, etc. The vast majority of the time I find myself biking to Minneapolis because it is easier and safer to travel by bike. St. Paul businesses are losing out on income because of this. I do not feel safe biking on many of the roads in St. Paul and there are not good routes to get around, especially not to travel north south in the City. I have never biked from my home in Highland Park to Lake Como for example, but I often bike to Lake Harriet in Minneapolis. I do not feel safe biking or navigating St. Paul by bike and I am a fairly confident biker.

Second, the bike plan and the infrastructure that will result will help to attract and retain residents in St. Paul. Many people in my generation are looking for bikable and walkable neighborhoods. Studies show that younger generations use more modes of transportation. We're less likely to own two or three cars like our parents do. On any given day, you can find me on my bike, the bus, lightrail or my car to get to work or around the city. If St. Paul wants to attract and retain young residents, bikeability in the city must be improved. The bike plan takes that first step.

I strongly support the comments put forward by St. Paul Women on Bikes, including the following: Use Protected Bikeways on high volume roads and Enhanced Shared Lanes sparingly; Enforce the current laws; Consider bicycle counts as one tool, not the answer; Increase bike parking, don't restrict it; Fund Nice Ride Minnesota; Add more clarity and context to the budget.

In terms of priorities, I recommend the following: the downtown loop and creating safe routes into town; north south routes that are safe and protected from traffic and connecting existing bike infrastructure.

Last, I strongly encourage the city to consider a turning the CP rail spur off of the Ford Plant into a bike path similar to the greenway in Minneapolis. This would move the city into a first class biking city, create a legacy and safe and healthy bike infrastructure for generations to come and provide a safe route for travel from the river to downtown St. Paul. Also, the city the opportunity to install or at least influence bike infrastructure during the development of the Ford Plant. This should be a priority for the City and Councilmember Tolbert.

In conclusion, I strongly support the St. Paul bike plan and hope that the entire City Council does too.

Sincerely,

Amy Schwarz





OLD TYME CANDY STORE  
FAMOUS SINCE 1932  
SAINT PAUL / MINNEAPOLIS

#19 Speaker

From: Candyland, Inc.  
Brenda Lamb  
435 North Wabasha Street  
Saint Paul, MN, 55102  
(651) 292-1191

To: St Paul Planning Commission  
1400 City Hall Annex  
25 Fourth Street West  
Saint Paul, MN 55102

Date: December 04, 2014

Dear St Paul Planning Commission,

We have worked forty years at Candyland which has been in business on Wabasha St for **82 years**.

The biggest complaint from our customers is that there is not enough parking. There is no reason to add to this problem by removing metered parking to add a bike path. Removing parking from Wabasha St is not fair to any retail located downtown. A very large percentage of our business is generated from people of all ages, who pull up and park in front of or down the block from our store. This percentage includes a lot of senior citizens and persons with physical limitations. Will these people be able to park near by if you take away half of the meters on Wabasha? Probably not.

We are members of the Wabasha Partners group and **strongly disagree** with Tony Bol. In the Pioneer Press Newspaper on 12/02/2014 Tony Bol commented *"There is a traditional view that customers want to pull up right next to your store, buy your item and go,"* ***"That's not the tone and tenor of Wabasha Partners."*** His statement does not reflect the perspective of us at Candyland. Downtown businesses (and the potential commercial growth of the downtown area) is dependent on creating convenience for shoppers, which absolutely includes street parking.

Customers want to pull up and park right in front of the stores where they want to shop. Ask any of the few remaining stores on Wabasha and they will agree. Streets downtown are very slow moving, there is nothing wrong with sharing the road with a few bicyclists. And who rides their bikes in the extreme temperatures of the long winter in Minnesota?

Please do not ruin the little retail you have downtown.

Douglas and Brenda Lamb  
Owners  
Candyland, Inc.

December 4, 2014

St. Paul Planning Commission  
1400 City Hall Annex  
25 Fourth Street West  
St. Paul, MN 55102

RE: St. Paul Bicycle Plan

Dear Commission Members,

Friends of the Parks and Trails of St. Paul and Ramsey County support the latest draft of the Saint Paul Bicycle Plan. We are especially encouraged by Mayor Chris Coleman's pledge, as part of his 8-80 Vitality Fund, to invest several million dollars to rebuild and upgrade Wheelock Parkway (part of the Saint Paul Grand Round) and rebuild Jackson Street (one leg of the proposed Downtown Loop).

Before it is adopted, we encourage the Planning Commission and City Council to amend the Priorities portion of the plan as follows. We believe the plan will be even stronger with these additional Priorities:

1. **BUILD A BIKE ROUTE TO, AND THROUGH, DOWNTOWN.** Reconstructing Jackson Street provides the perfect opportunity to construct the first leg of the Downtown Loop. Nevertheless, we are concerned about the viability of a short downtown bicycle path that lacks good connections. If people don't use it, will it negatively affect the rest of the project? We strongly urge the City to move quickly to build what has been the number one priority for Saint Paul cyclists for over 20 years -- a downtown connection, likely along Kellogg Boulevard, a route that has also been shown on many previous plans.
2. **BUILD A NORTH - SOUTH BIKE ROUTE.** Always number two on the old Saint Paul Bicycle Advisory Board's wish list, this fabled "missing link" would connect the center of the City with the Green Line and Como Park. Good north - south bike routes will be one of the keys to the Green Line's success.
3. **SIGN, MAP & MAINTAIN MAJOR BIKE ROUTES.** Like the Green Line, major bicycle routes in Saint Paul should be designated

and branded. They should have a name or number, appear on city maps and be clearly signed for bicyclists (with information on destinations, landmarks, mileage, etc.). The City should ensure that these routes are rideable throughout the winter. The key routes include:

- a. East - West Downtown Route
- b. North - South Como Route
- c. Saint Paul Grand Round
- d. Downtown Loop

4. PROVIDE SAFE AND SEPARATED SPACE FOR EACH MODE OF TRANSPORTATION. In 1991, the Saint Paul City Council passed an unanimous resolution on bike policy that called for building separated trails for biking and walking. This new bike plan wisely calls for separating bicyclists from cars wherever possible. The same approach should apply to separating bicyclists from pedestrians.

5. PROMOTE NEW BIKE ROUTES WITH A MULTI-MEDIA APPROACH. Active bike commuters will find these routes, but to ensure their success recreational cyclists and casual riders must be engaged. Developing and promoting loop routes that use these new facilities is just one idea.

The new Saint Paul Bikeways Plan provides an excellent framework for developing a great infrastructure for cycling in the city. We hope the funding keeps pace with the ideas as the City moves forward.

Sincerely,

Jeanne Weigum, President

cc: The Honorable Chris Coleman, Mayor of Saint Paul  
The Honorable Kathy Lantry, President, Saint Paul City Council  
The Honorable Dan Bostrom, Saint Paul City Council  
The Honorable Amy Brendmoen, Saint Paul City Council  
The Honorable Russ Stark, Saint Paul City Council  
The Honorable Dai Thao, Saint Paul City Council  
The Honorable Dave Thune, Saint Paul City Council  
The Honorable Chris Tolbert, Saint Paul City Council

# 23 : speaker

My name is Michael Kuchta. I live at 1522 N. Grotto, in the Como Park neighborhood. For perspective, I typically bike about 3,000-4,000 miles a year -- mostly for commuting and exercise.

I strongly encourage you to endorse this plan. I don't agree with all its priorities, and I would quibble with some of the proposed routes.

But this proposal is long overdue. If St. Paul has any intention of being a city of any vitality in the 21st century, it is absolutely necessary for the city council to adopt this plan in a few months, and then to take it seriously. This plan does not put bicycles on equal footing, but it does make bicycle travel a higher priority.

It is embarrassing to see how far behind St. Paul has fallen in bicycle infrastructure. If you look at Figure 2, you see the problem. We do not have a bicycle network. We have fragments. This plan changes that.

Right now, there are few, if any, safe, direct, or obvious ways to get to and from the East Side. To get to and from most of the West Side. To travel north from Shepard Road all the way across the city, to Como, or to Wheelock or Larpenteur.

If you look closely at the map, you will find it impossible to get logically or safely to or through Downtown or Lowertown from anywhere else in the city. You can't get there easily from the Morgan Trail, the Vento Trail or the Gateway Trail. You can't get there safely or easily from the Capitol, or Lafayette Park, or Como, or Rice. And you can't get there from Summit Ave., either, without a real thrill ride.

This plan changes that. It begins to make the existing infrastructure more useful. It puts forth a practical vision for how to create a real network -- a network that even Jesse Ventura could navigate successfully. It



proposes a network that takes into account the city's geography. It takes into account the different needs of different types of riders. It takes into account safety. It takes into account functionality.

This plan understands the need for larger infrastructure investments (such as bridges and separated paths). It looks for opportunities to make sure taxpayers get the most for their money. (That includes piggybacking bicycle lanes onto existing road reconstruction, mill-and-overlay projects, or development projects.) But this plan also understands the equal need for simpler investments, such as proper signs, bike racks, and maintaining routes once we build or designate them. (The plan, however, lacks a recommendation for a designated street sweeper to make sure that maintenance actually happens. Part of making bicycling more attractive is making sure we don't have to routinely slalom through the glass, gravel, nails, staples, sand and debris that routinely accumulates on the right side of the road, where bicycles travel.)

To me, the core of this plan is that it promotes connections. If we truly adopt this principle, that this city should be connected, we will inevitably change the city's mindset for the better. But this principle is about more than physical connections. It is also about personal connections. It envisions a St. Paul that is more human in scale, more balanced, more liveable and, I believe, more prosperous -- however you define prosperity.

And that is a vision we all can agree on. I urge you to endorse this plan.  
Thank you.

M. Kuchta


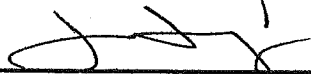
Wabasha Partners  
February 11, 2014  
The Fitzgerald Theater

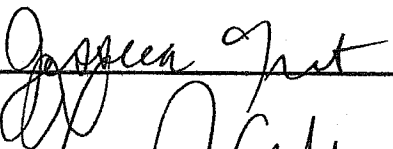
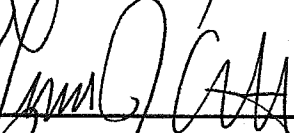
The City of St. Paul is seeking feedback and continuing to examine the merits of a Bikeway for our downtown community. The undersigned participants of the Wabasha Partners group ask that the City of St. Paul give full consideration to the possibility of Wabasha Street being a part of the Bikeway downtown plan.


Signature


Name

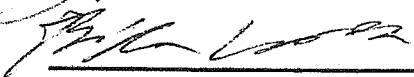
Organization


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|  | Chris DeGroot | Men's Agency          |
|  | Jim Ivey      | Capitol River Council |

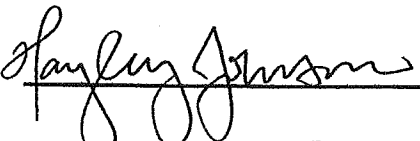
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|   | Jessica Trout | St. Paul Smart Trips |
|  | TIM GRIFFIN   | STPAUL DESIGN CTR    |

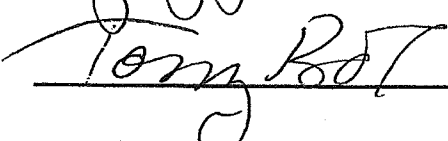
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|  | PATRICIA SKINNER | WEUS FARZO PLACE |
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|  | Joseph Olson | Minist-Children's Hosp |
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|  | Brian Larsen | Madison Equities |
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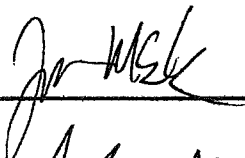
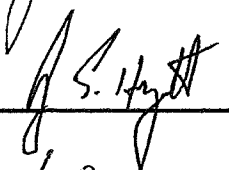
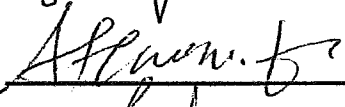
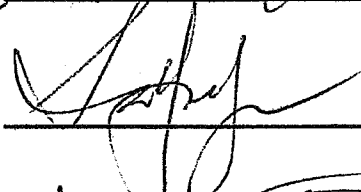
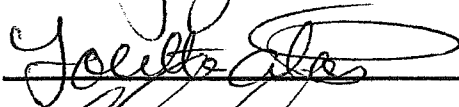
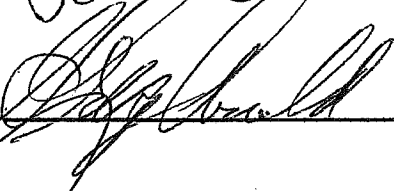

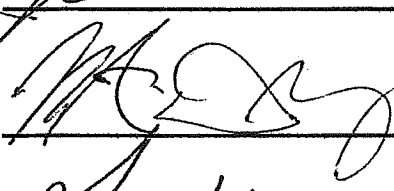

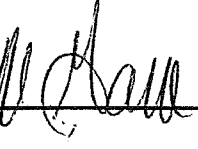
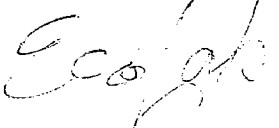
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|  | Bill Moran | Big Table Studio |
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|  | Hayley Johnson | McNally Smith |
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|  | Fitz/MPR | Tony Bot |
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Wabasha Partners  
February 11, 2014  
The Fitzgerald Theater

The City of St. Paul is seeking feedback and continuing to examine the merits of a Bikeway for our downtown community. The undersigned participants of the Wabasha Partners group ask that the City of St. Paul give full consideration to the possibility of Wabasha Street being a part of the Bikeway downtown plan.

| Signature   | Name           | Organization                 |
|---|----------------|------------------------------|
|    | James McClean  | Resident                     |
|    | Amy E. Hyatt   | MPR / THE FITZGERALD THEATRE |
|   | Atework Gebre  | Wabasha TAA market           |
|  | Har-Tan Lam    | Fuji-ya sushi                |
|  | Yvette Adams   | River Town Market Manager    |
|  | BRUEGGERS      | BRUEGGERS                    |
|  | Janet Oulman   | Amsterdam Bar and Hall       |
|  | Martin Devaney | Eclipse Records              |
|  | Tree Massi     | DropBox                      |
|  | Michele Garver | Wagyu                        |
|  |                | Taylor                       |

Email

#26

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 3:59 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Please add East 7th Street

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**From:** Ed Lehr [<mailto:ejlehr@usfamily.net>]  
**Sent:** Monday, December 08, 2014 3:51 PM  
**To:** Lantry, Kathy (CI-StPaul)  
**Cc:** Coleman, Chris (CI-StPaul); Biales, Ellen (CI-StPaul); Hunt, Anne (CI-StPaul); Collins, Reuben (CI-StPaul); St Martin, Paul (CI-StPaul); Andy Singer; Kayla Brinkman Theimer; [stefan.pomrenke@gmail.com](mailto:stefan.pomrenke@gmail.com); Betsy Leach; Leslie McMurray; [deanna@daytonsbluff.org](mailto:deanna@daytonsbluff.org); [nicole@daytonsbluff.org](mailto:nicole@daytonsbluff.org)  
**Subject:** Please add East 7th Street

Overall, the proposed Saint Paul Bicycle Plan is masterful. Thank you, Reuben Collins and the Saint Paul Public Works, for crafting and improving this plan as you have moved forward.

A major gap still remains: Connecting downtown Saint Paul to the East Side with a quality, bikeable route. Not many opportunities exist.

One is East 7<sup>th</sup> Street. It is a highly visible road which would connect nicely to the downtown loop proposal, and travel at an achievable biking grade along a redeveloping backbone route for the East Side.

This makes sense for a walking connection between downtown and Metro State. A raised bike lane can connect directly with the new Lafayette bridge multimillion dollar bike lane, accessed from the north side of E. 7<sup>th</sup>.

East 7<sup>th</sup> Street is a direct straight line to the east-west Margaret Street bike route, a new long-range east-west route from downtown to 3M.

East 7<sup>th</sup> Street would be a northeast spoke from downtown complementary to northwest-heading Como Avenue. Equal treatment for the East Side is essential.

Several current options in the bicycle route plan make for difficult biking:

- • Biking up a new Kellogg bridge bike lane from downtown is not easy (and won't happen until the bridge is rebuilt) for average bicyclists.
- • Biking into a secluded, poorly lighted trench at the end of Prince Street, and up a steep bluff road to the top of Indian Mounds is not a pleasant, easy bike route.

In summary, the East Side would like a visible, well lighted, easy-to-bike route that would be suitable for Nice Ride to attract bikers from downtown and the East Side.

We need a little help from the city here.

ED Lehr



#27

1150 Raymond Ave.  
St. Paul, MN 55108  
December 7, 2014

Mayor Coleman and Planning Commission Members  
City Hall  
15 West Kellogg Blvd.  
St. Paul, MN 55102

RE: Draft Bike Plan

Dear Mayor Coleman and Planning Commission Members:

I strongly endorse the Draft St. Paul Bike Plan, as designed and as shown on the Plan map. I feel this is a tremendous initiative to encourage, as well as facilitate, much more biking in St. Paul. It is also a big step toward reducing the carbon footprint of St. Paul citizens and visitors.

Facilitating a good bike route is extremely important. It must be both, a route that feels safe and is, in fact, safe to the bicyclist. I also strongly endorse every effort to make these routes friendly to pedestrians as well. We are all pedestrians at the beginning and ending of our every trip.

#### The Primary Problem in St. Anthony Park (SAP)

I have particular concerns about the Raymond Ave. stretch of the Grand Round of the Bike Plan. It is currently the only option for bicyclists to traverse from South SAP (and the Green Line) to North SAP (and the UM St. Paul campus). I do live along that route. Most of my neighbors and I do not feel safe enough to ride on Raymond Ave. How can a stretch of the Grand Round be celebrated as part of the city bike plan, when it feels too unsafe for a bicyclist to use in its current state?

#### Two Parts of a Simple Solution

To make Raymond bike-friendly, there need to be at least two improvements: 1) Raymond needs substantial traffic-calming measures and 2) trucks need to be generally removed from it (except for local origin/destination, of course). It is truly imperative that these items get implemented soon, because Phases 2 and 3 of the Raymond Ave. reconstruction is about to commence.

Many of my neighbors and I have been involved with the D12 Community Council's work on traffic-calming measures for the Raymond Avenue Phases 2 and 3. Some of us have literally been involved in trying to improve Raymond for nearly a decade. The Friendly Streets Initiative conducted a study in 2013. It documented over 1,130 individual responses, overwhelmingly in favor of traffic calming on Raymond Avenue. There should be no question that SAP wants slower speeds on Raymond.

It is obvious that there is also a great pent up demand for a safe bike route in our community. As it stands now, trucks have four North-South routes within a mile: 1) Snelling, 2) Transfer Road-via Ellis-Vandalia, 3) Highway 280, and 4) Raymond; yet bicyclists have ZERO North-South routes in that mile which feel safe to them. Snelling is largely commercial; Vandalia is solely industrial and commercial; Highway 280 is obviously a major transportation corridor built for trucks; but this section of Raymond is overwhelmingly residential and built for small vehicles. This is the route that makes sense to be a bike-safe route. And it is the route chosen to be a part of the Grand Round, in the Draft Bike Plan. So, in theory, we are all in agreement.

However, I believe the city may not yet have a true appreciation of how unsafe this route feels for bicyclists and pedestrians, at least for significant parts of the day.

Every time residents have asked for trucks to be banned from this part of Raymond, and for the speed limit to be lowered, the response has always been that this part of Raymond is a county highway; thus, county regulations forbid both of those actions. The only alternative, therefore, is to change the ownership/maintenance designation of Raymond Ave from a county highway to a city street and right now is truly the opportunity to do so. I know that city and county roads are sometimes exchanged administratively, based on particular circumstances. This would undoubtedly be the most effective first step, in order that regulations do not hamper the re-designs of these two sections, and common sense improvements that will make Raymond Avenue more bike-friendly.

The part of Raymond Ave., from University Ave. to Hampden Ave., is already designated as a no-truck route. (That portion was in the Phase 1 reconstruction.) We only need the stretch from Como Ave. south at least to Energy Park Drive, but preferably to Hampden Ave., to also be so designated. That stretch of Raymond is only a dozen or so blocks long.

#### Problem for the SAP Elementary School

In the current situation on Raymond, trying to cross Raymond as a pedestrian is felt to be hazardous as well. The SAP Elementary School is 1 block west of Raymond. However, many children attend that school but live east of Raymond. Raymond is daunting and sometimes overwhelming to cross even by adults, to say nothing about the extra challenges to kids. This part of Raymond (north of Energy Park Drive and the Transitway) has really only one delineated crossing, but actually several intersections where pedestrians regularly try to cross. Everyone wants Safe Routes to Schools. Yet, with the trucks and the high speeds that vehicles travel Raymond, many of the kids in our neighborhood simply have no safe route to school.

#### Lost Economic Opportunities Year Round

As you know, one of the three UM campuses is in the North SAP neighborhood. Many studies and news reports over the last several years have demonstrated that the college-age generation is demanding more biking and walking opportunities. Many fewer students bring a car to campus, than did students of earlier generations. Therefore, there is an immediate reservoir of demand to be able to bike along Raymond Ave. safely.

The combined student body of the UM Twin Cities campuses is well over 50,000. Most of those students take at least some of their classes on different campuses. Therefore, a large number of students will be in the North SAP neighborhood on one or more days per week, during any given semester. Yet, that population of students cannot easily traverse to South SAP, if they do not feel safe to bike Raymond Ave., because it is the only throughway option for bikes between North and South SAP (due to the railroad right-of-way). It becomes obvious that our businesses in South SAP are losing tremendous economic opportunities, if they cannot serve most of that student population.

Likewise, North SAP residents have the same special burden, in trying to access the South SAP businesses or to use the Green Line, because they do not feel safe enough to bike via Raymond Ave. The distance from North SAP to South SAP businesses and the Green Line is more than one mile away; a bit too far for most people to walk the entire distance (either because they don't have the time or are physically limited). Yet, it makes no sense to think you are reducing your carbon footprint by using the Green Line, if you have to drive very near to it

and then park. So the obvious solution is to have a bike route that feels safe for everyone (as they say, "8 to 80").

Similarly, residents of South SAP do not feel safe enough to bike Raymond to access the businesses of North SAP. Think of all the lost business opportunities for our North SAP businesses, without being able to easily serve the South SAP residents. Those losses will even increase in the future, as the University Avenue revitalization continues along the Green Line.

Literally, St. Anthony Park is a very divided neighborhood, principally because there is no route that feels safe to bike or walk. A groundswell of desire is becoming apparent, to make our neighborhood more cohesive, and for businesses to capture more of these lost opportunities. This could be accomplished if trucks were banned the entire length of Raymond (except for local origin/delivery, of course); if the speed limit was reduced and enforced; and if significant traffic-calming measures are part of the upcoming reconstruction Phases 2 and 3.

#### Lost Economic Opportunities associated with the State Fair

The new Transitway entrance was opened this year at the State Fair. It proved to be a tremendous success for bringing fairgoers efficiently and safely to the fair by bus. I encourage the city of St. Paul to work with the State Fair Board and the UM, to re-route the hundreds of vehicle-and-animal trailer combos from Raymond Avenue to the Transitway. The obvious way to access the State Fair from the Green Line (LRT) is via Raymond Avenue. If Raymond felt safe to bike, think of the economic opportunities that would be available to Pedicabs, to Nice Ride, and similar small businesses. Once again, trucks, excessive speeds, and the vehicle-animal trailer combinations are the impediments to economic opportunity, via Raymond Avenue.

Also note that the intimidation of bicyclists and pedestrians from vehicle-animal trailer combos is not just limited to the 12 days of the State Fair. Many events occur on weekends throughout most of the year on the fairgrounds, such as at the Hippodrome and at other venues. So re-routing animal trailer systems to the Transitway will accrue safety and economic improvements to Raymond and to the community for well more than only 12 days a year.

#### How this Bike Plan Affects Climate Change and Disruptions

St. Anthony Park has begun to really make a name for itself as a leader in Minnesota, and actually even across America, for working on ways to meet the challenges, and build resilience, to climate change and/or potential crises from disruptive conditions. Examples of disruption could occur from attacks on the electrical grid, on the banking system, etc. such as from online computer hacking. One of the notable groups working on improving neighborhood resilience is the Transition Town group (formerly, called the Energy Resilience Group--ERG). St. Anthony Park residents literally cast their votes in favor of the work of this group, when they chose them to receive the 2014 SAP Foundation Special Grant award.

One of the top goals of the Transition Town group is for significant reductions of driving, replaced by biking and walking options available to citizens "8 to 80." Thus, improving our biking and pedestrian route on Raymond is crucial to making our community more resilient. St. Paul's Draft Bike Plan is yet another important part of meeting those future challenges. Therefore, it is crucial that one of the major portions of the Northern Grand Round, i.e., along Raymond Avenue, becomes much friendlier to bikes and pedestrians. The work of the Transition Town group will elevate the reputation of all of St. Paul as a leader in meeting the challenges of the future, and make St. Paul a truly outstanding city in America.

#### Summary

A plethora of problems could be resolved by the relatively simple act of administratively changing Raymond Avenue south of Como from a county highway to a city street; then by lowering the speed, and by banning trucks (except for local origin/destination) and animal trailers. Adding the traffic calming measures desired by the residents into the planning for the new reconstruction along Raymond over the next 2 years would induce much more consequential traffic calming, but only after the ownership and road rules have been changed. The change of the feel of the street will be dramatic, and residents will feel their tax dollars have really made a significant difference.

I anticipate there could be some voices from the trucking industry that would oppose these changes. However, trucks can easily use Highway 280, Transfer Road/Vandalia, or Snelling Avenue, rather than Raymond. Highway 280 is substantially less than a third of a mile to the west; Snelling is just 1 mile to the east, and Transfer/Vandalia is only about one-half mile to the east. In truth, truck traffic would endure a very small burden of additional mileage (if any) with this change. On balance, this change would resolve many long-standing issues: it would be good for neighborhood cohesion, it would make much safer routes to the school, it would allow SAP much greater access to the Green Line without driving, and it would significantly advance economic opportunities for both North and South SAP, yet it would have very few negative consequences. With the upcoming Phase 2 and 3 design and reconstruction projects on Raymond, it seems this is the "perfect storm": the time is right to make the street swap.

Once again, let me congratulate you on your leadership to provide the city with a very farsighted plan that will be used by generations of bicyclists. I truly believe that if we work diligently on the portions, such as these few blocks along Raymond where there are vehicle-bicycle conflicts, that the Bike Plan will be seen as a landmark accomplishment for St. Paul.

Sincerely,  
Betty Wheeler

1150 Raymond Ave.,  
St. Paul, MN 55108

December 5, 2014

Dear St Paul Planning Commission Members,

I have been a resident of downtown St. Paul for nearly 30 years. Over this time I have heard many comments from people who drive in about the parking situation. Ramps are expensive to many and on the street parking spaces are at a premium.

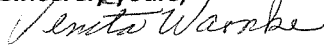
This past year, for the first time in my time there, Mears Park Place Apartment's management, is no longer able to offer guest parking. This is primarily due to a larger number of young people now living there, and most of the young couples and or roommates have two cars. This is in direct contradiction to promoters of the downtown Bike Loop stating that "Millenials" moving downtown have fewer cars than middle and older age people.

I do a great deal of walking downtown and the truth is, I see very few bicyclists, especially a third of the year when we have cold weather. Will that change with a designated bike path next to my building on Jackson Street? Most of us know the answer.

I hope you give very serious consideration to the real-life views of the residents and business owners downtown who do not want to see more on-street parking spaces lost, when considering the city-wide bike plan before you. The outreach to citizens views has been lacking, at best, and frankly, I am sorry a relative small group of people, some here today certainly, have been dismissing my and others viewpoints at the two meetings on this subject I have attended recently.

Thank you.

Sincerely yours,

  
Venita Warnke

Mears Park Place resident

#30

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 9:15 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Testimony on St Paul Bicycle Plan

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**From:** Anne [mailto:awhitepho@gmail.com]  
**Sent:** Saturday, December 06, 2014 3:03 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Testimony on St Paul Bicycle Plan

To Reuben Collins:

First, I'd like to take this opportunity to thank you and all the members of the team that put the Bicycle Plan together. It's a good, solid plan, and I urge the City to adopt it promptly so that Saint Paul can keep moving forward to build a citywide, connected bicycle network.

That said, I would like to mention three issues I think should be given a higher priority to strengthen the Bicycle Plan. However, I would not want any amendments to delay its adoption by the City Council. We don't want to miss opportunities to add or improve bicycle facilities when street paving projects are being done, as was the case with the Emergency Mill and Overlay projects that were done this fall. Partly because final Council approval had not occurred, the Public Works Department was unwilling to consider adding bike lanes on eight arterials that the draft Bicycle Plan designates for bicycle facilities. As roadway work resumes next spring, it's important that the Bicycle Plan be in place, so that bicycle and pedestrian facility upgrades can be included.

I have a personal interest in seeing the Bicycle Plan adopted as soon as possible, because I have recently switched from mainly driving to walking and taking transit. I would like to add bicycling to my transportation options as well, but I'm not confident that I can find a route that feels safe to get to my destination, so I don't often ride my bike.

This brings me to the first point — the need to prioritize the building of protected bike lanes. If we want to encourage people to get around on bicycles, it is critical that we build more protected bike lanes and paths to serve people like myself who aren't comfortable riding in a narrow bike lane between parked cars and fast-moving traffic. I'm pleased that the Bicycle Plan puts a high priority on completing the Grand Round and creating the downtown loop, with funding from the 8-80 Vitality Fund already designated for those projects, I would recommend that a higher priority be given to building additional protected bike lanes to encourage more people to ride to work, for exercise, or as recreation.

The second high priority that I believe should be called out more strongly in the Bicycle Plan is to fill in the gaps in existing bicycle routes. There's nothing more alarming for an inexperienced or cautious rider than to approach a major intersection and find that the striping has simply disappeared. There are many streets where this is the case, including Marshall Avenue east of Snelling where bicycle lanes were added just this fall.

Third, I think it will be important to review and update the Bicycle Plan more frequently than every 5-7 years, as suggested in the current draft plan. Especially at the beginning, there should be regular assessments of



progress to date and next steps, with the option of revising or adding to the plan as warranted. Perhaps the Transportation Committee could undertake an annual review.

Finally, I would be remiss if I did not mention the need to slow traffic throughout the City. This is perhaps the most important thing we can do to grow the biking and walking culture by making it safer. The data is clear; a person is far more likely to survive or suffer a more minor injury if he/she is hit by a car going 20 mph as opposed to 40 mph. Adding more bicycle facilities will help, since more bicyclists and pedestrians are shown to slow traffic. But it's important to do more, including lowering speed limits on all streets with substantial numbers of pedestrians and bicyclists, educating about the dangers of aggressive, distracted or drunk driving, enforcing the laws, and designing streets to calm traffic and serve all modes of transportation for people of all levels of mobility.

I realize the larger issue of slowing traffic goes beyond the capacity of the Bicycle Plan to address, as it may require statewide policy changes and new ordinances. What I want to suggest here is that, if Saint Paul is to be successful in increasing the number of people who ride bicycles, we must not only provide a citywide, connected network of bike facilities; we must also make safety central to our efforts. The State already has a Toward Zero Deaths (TXD) campaign in place. I think it's time for Saint Paul to step up and play an active role in this campaign by adopting our own TZD policy, making clear that the City of Saint Paul places the highest value on human lives, and a more livable city.

Thanks for the opportunity to share my thoughts with you. In closing, I urge the City Council to adopt the new Bicycle Plan as quickly as possible, before another bicyclist or pedestrian is killed or severely injured. Then take step #2 by adopting and actively pursuing a Toward Zero Deaths (TZD) policy.

Anne White, 1731 Portland Avenue, Saint Paul, MN 55104

Thursday, December 4, 2014  
To: Saint Paul Planning Commission  
Re: Public Hearing - Saint Paul Bicycle Plan

Dear Planning Commission members,

As a native of Saint Paul, a downtown business owner for over two decades and year-round bicyclist for many years (I biked to this meeting), I offer my views on the Saint Paul Bicycle Plan.

I applaud and support its basic goals. The city-wide 'draft plan', as we see it today, is generally thoughtful and visionary. It is exciting. Certainly most people I know support expanding the biking environment in Saint Paul. There is however, one clear exception for me and a growing segment of downtown citizens, business and property owners: the draft bicycle plan for downtown - specifically its 'Bike Loop' segment which eliminates on-street parking in favor of curbed, landscaped bike paths.

Over the past eight months I have witnessed misstatements and mistruths in support of the Bike Loop, at meetings and in print. The most disappointing involves a combined, well documented letter of support from the Saint Paul Area Chamber of Commerce, downtown's Building Owners and Managers Assoc and Wabasha Street Partners. It was dated April 1, 2014.

I know first-hand that Wabasha Street Partners in particular, failed in its mission, which was to represent the interests of the majority of businesses on Wabasha Street. Among them, the Lowry Hotel, the Saint Paul Building, Walgreen's, Candyland, Brugger's Bagels, Rivertown Market, Subway and Church of Scientology (It was mentioned by the WSP chair who spoke before me that Walgreen's, Rivertown Market and Madison Equities (owners of the Lowry Hotel) support the Bike Loop. Actually, they do not support it, if it removes on-street parking).

Additionally, I will say with confidence that the majority of other businesses and property owners along the other three sides of the proposed downtown Bike Loop also support more bicycling downtown while we retain existing on-street parking spaces at the same time.

With all due respect to my friends at the Saint Paul Area Chamber of Commerce, as recently as October 2010 they were taking a strong position in favor of more on-street parking and more parking meters, "Our members tell us confusing signage and overly aggressive restrictions send the wrong message to patrons in downtown Saint Paul... Results of a recent Chamber survey of downtown Saint Paul patrons and business owners revealed a majority of business owners (68%) and patrons (55%) believe parking in downtown Saint Paul is difficult... We recommend that additional parking meters be installed in downtown..."

The city has failed to formally reach out - to the downtown district council's board of directors, regarding the downtown portion of the bicycle plan, as I understand is legally required. An open-house does not suffice. It was only this past Tuesday evening at a committee meeting, that they were encouraged to attend, did city staff make a formal presentation. This was not in time for the full board of directors to review the committee's motion before today's public hearing and next Monday's deadline for public comment. I understand the city reached out formally to fifteen of the seventeen district councils this past year, but not the downtown council; whose district would be by far most physically impacted by the bike plan.

At Tuesday evening's meeting city staff was arguably misleading in their explanation of the Bike Loop's benefits and subsequently vague in response to questions about its negative aspects. A transcript of the meeting I understand will be released by Monday.

It has been particularly disappointing that phase-one of the Bike Loop: the reconstruction of Jackson Street between Fourth and Tenth Streets, which illustrations show removes all 46 metered parking spaces, is being labeled as a done-deal by city staff in public and in news print, and simultaneously a "draft" plan on the city's website. Also, how can it be a done-deal before the public comment period on the draft plan is concluded?

It is curious as well that last August Mayor Coleman voiced his concerns over a \$9.6 million budget shortfall that was closed with budget cuts and city-wide increase in taxes and fees, while now having \$5-8 million to reconstruct Jackson Street to include a curbed and landscaped bike path?

The example of Indianapolis' Bike Loop being hailed as an example to follow in Saint Paul is incorrect on a number of levels. Indianapolis has flat terrain, milder winters, a stronger economy and no need to be economically competitive with Minneapolis and the Mall of America. Additionally, Indianapolis' downtown streets are significantly wider and its blocks longer, than Saint Paul's. Subsequently, block for block, far fewer parking spaces were removed for its Bike Loop. Minimally, it appears that here we would lose 147 metered spaces.

Questions to ask your self:

1. How many cyclists daily, does the city project will use the new Jackson Street bike path? City staff did not have an answer Tuesday.
2. In what neighborhood would city hall come in and make a decision to remove on-street parking for six blocks without direct notice to each and every household and business possible - within a three, two or even one block radius? No 'neighborhood', except for downtown.
3. Why would we start construction on one leg of the minimally 20-block, \$18 million, four-sided Bike Loop until all four sides are guaranteed to be installed? We shouldn't.

The truth is, the great majority of those who now understand the premise of the Bike Loop, and have no conflicts of interest, do support its goal of making downtown more bike friendly, but not if it entails removal of very valuable on-street parking.

I urge you to ensure the Bike Loop plan, including Jackson Street, remains a draft, until the downtown district council has been appropriately contacted and the more thorough review of Bike Loop options are concluded.

Can there be a compromise solution that benefits everyone? Perhaps there can be. Install bike pavement-markers on outside traffic lanes along the proposed Bike Loop (three per block would be great). Drivers *do* understand their proven message, 'Share the Road'! If we add vehicle symbols as well and paint the background of these traffic lanes green, traffic will slow even further and we can really drive home the point - this is a shared traffic and bicycle lane.

I will submit corresponding information with this letter before the public comment period ends on Monday. Thank you.

Sincerely yours,  
Bill Hosko

400 N Robert St, Ste 250  
Saint Paul, MN 55101  
[billhosko@yahoo.com](mailto:billhosko@yahoo.com)  
651-222-4767



ST. PAUL Smart Trips

55 E 5TH ST. SUITE 202  
ST. PAUL, MN 55101

December 8, 2014

Rueben Collins, Sustainable Transportation Engineer / Planner  
Department of Public Works  
25 West 4th St.  
1500 City Hall Annex  
St. Paul, MN 55102

Dear Mr. Collins:

St. Paul Women on Bikes (WOB), a program of St. Paul Smart Trips, submits the following feedback regarding the Draft Bikeways Plan to the City of Saint Paul for consideration.

St. Paul Smart Trips is a 501(c)(3) non-profit organization that improves access and mobility for those who travel in and around St. Paul. St. Paul Women on Bikes envisions that St. Paul will be a place where bicycling is a safe, easy transportation and recreation option for individuals and families. We feel that safe and easy infrastructure is a key piece to ensuring that biking is safe and easy for everyone and that the draft bikeways plan is the first step to achieving this goal.

### **Key Recommendations**

**1) Adopt the St. Paul Bicycle Plan. A connected system is the most important first step.**

The St. Paul Bicycle Plan is a vital step toward becoming a world class bicycling city. There are some improvements that can be made, but passage now is crucial for forward progress.

**2) Use Protected Bikeways on high volume roads and Enhanced Shared Lanes sparingly.**

Protected bikeways and infrastructure on arterials will be necessary to increase mode share and meet the needs of women, families, and other people who are interested but concerned about riding a bike.

**3) Allocate resources for promotion, education and encouragement.**

The plan doesn't address the need for promotion, education, and encouragement. To become a world class bicycling city, St. Paul will need to not only build safe infrastructure, but promote the benefits of bicycling, support local

education efforts, and encourage behavior change from the interested but concerned audience the plan targets.

#### **4) Leverage relationships with community-based groups for public engagement.**

We encourage the City of St. Paul to utilize community-based groups like St. Paul Women on Bikes as resources for outreach to do more authentic public engagement.

#### **What We're Excited About**

With the release of the latest draft of the St. Paul Bicycle Plan, the city has demonstrated a firm commitment to becoming a world class bicycling city. An implemented plan will support a healthy community and environment, as well as boost economic development and vitality in our city. St. Paul Women on Bikes appreciates that the plan was written with the "interested but concerned" bicyclist in mind. Many women and families that we consider our constituents fall into this category of rider.

We commend the city on expanding the scope of the plan to also include end of trip facilities, bike counts, wayfinding/mapping, lighting, signal detection, and more. While we believe a connected system is the most important first step, we also know that these additional elements help make the healthy choice – bicycling – the easy choice.

While we believe the city did a good job identifying both major and minor bikeways, we think in the future flexibility will be key. Therefore, we appreciate that the inclusion of certain streets as bike corridors in the plan isn't to be interpreted as a recommendation against including other routes in the future. This piece of the plan ensures local communities have the ability to determine additional needs for safe routes to popular destinations like community centers, schools, parks, libraries, and more.

We are excited that the city has chosen to prioritize the Downtown Loop and Spur Network and the completion of the Grand Round. We encourage the city to prioritize sections of the Grand Round that are usable by transportation bicyclists. Regarding the Loop and Spur Network, the spurs are as important as the loop; they act as a bridge across the downtown area and ensure access to the city center. As the final route is determined, we hope the city will utilize St. Paul Women on Bikes and other community-based stakeholders to ensure the process is accessible to all of the diverse communities around the city.

#### **Suggested Changes**

### **Use Protected Bikeways on high volume roads and Enhanced Shared Lanes sparingly**

We continue to be concerned about the use of Enhanced Shared Lanes in the Bicycle Plan, especially in downtown St. Paul and on streets like Ford Parkway that have high volumes of traffic. Enhanced Shared Lanes don't meet the needs of many current cyclists or people who are interested but concerned. The Enhanced Shared Lane facility type should be designated as a short-term, temporary treatment type and used accordingly.

Protected bike lanes have proven to be safer and result in increased numbers of people who feel comfortable riding bikes. If the City of St. Paul is serious about meeting the needs of women, families, and other people who are interested but concerned about riding a bike, opportunities to implement protected bike lanes should be prioritized on all high volume roads.

### **Enforce the laws**

The Bicycle Plan makes no mention of the role of the Police Department in supporting bicycling in St. Paul. Police play a key role in enforcement of laws related to bicycling. Regular riders, especially women, often experience harassment from drivers of cars. Many members of the general public are not aware that bicyclists are given the same rights and responsibilities as any other vehicle driver. On the other hand, some bicyclists choose not to follow regular traffic laws (e.g. running red lights) or bike in ways that can be perceived as unsafe. Education and enforcement by police officers will help support more respectful relationships between bicyclists and drivers. We believe the existing laws should be enforced equally and safety should be emphasized.

### **Consider bicycle counts as one tool, not the answer**

Bicycle counts and other data related to bicycling should be collected strategically. We are glad that the city is considering new ways to evaluate the use of our streets, and we hope these efforts will take an innovative, future-focused approach. For example, in Copenhagen they measure the amount of time people dwell in a space as an indicator of livability. However, we caution against using counts as a major factor in determining where to place bike infrastructure. We are reminded of Gil Penalosa's point that we don't determine whether or not we need a bridge by how many people are swimming across the river. Instead, counts should be used as one of many evaluation tools as the bike plan is implemented. We know where people want to bike – in commercial areas, to school, and between neighborhoods. These factors should play a larger role in determining infrastructure needs.

### **Increase bike parking, don't restrict it**

As discussed, there is a need for end of trip accommodations like adequate bike parking. While we agree with many of the action items in this section that will lead to systematic integration of bike parking, we are concerned about recommendation 7.1.1, which would restrict bicycle parking on specific objects.



Many areas of the city don't have adequate bike parking and it is going to take a huge effort to correct the situation. Regulations making it illegal to lock bicycles to specific objects will only increase the barriers people experience to using a bike and undermine the intent of this plan. A proactive approach to increasing the amount of bike parking available around the city will lead to fewer bikes in the public right of way.

### **Fund Nice Ride Minnesota**

While we agree that the city continue to work with Nice Ride and support bike share, we know it isn't feasible for Nice Ride to expand unless ridership increases. The bike plan discusses the fact that there are no Nice Ride stations on the east side of St. Paul. We agree that this is unfortunate and would love to see station expansion. However, until there are safe places to bike on the east side and other areas not currently served by Nice Ride, the demand for bike share won't be present. Therefore, we think the approach from the city should be twofold. The best thing to encourage increased ridership and demand is to implement the bike plan quickly and to prioritize areas currently underserved by bike infrastructure. At the same time, the city should consider ways to make investments in and/or facilitate funding opportunities for station expansion.

### **Add more clarity and context to the budget**

The budget included in the Bicycle Plan is misleading and could contribute to resistance to plan implementation. More context and information about the cost savings related to implementation during mill and overlay projects should be provided. It would also be helpful to include the cost of road construction serving motor vehicles. The best approach in this case would be to provide an estimated range of costs.

### **Suggested Additions**

#### **Action Item: Explore how to allocate resources for promotion, education, and encouragement**

We appreciate the expanded scope of the St. Paul Bicycle Plan. Bike parking, access to accurate maps, and adequate lighting are all necessary components that make it safer and easier to ride a bike. However, the plan doesn't address the need for promotion, education, and encouragement. To really make the most of this infrastructure investment, the city should consider various ways to integrate these components into the plan. In order to reach the goal set in the Comprehensive plan of a 5 percent bicycle mode share by 2025, the city will need to not only build safe infrastructure, but promote the benefits of bicycling, support education efforts that teach riders both safety and confidence, and encourage behavior change from the interested but concerned audience the plan targets.

One way to reach this goal is by thinking of wayfinding and mapping as benefits beyond finding your way from point A to B. Visible signs that alert people to safe routes, artistic elements that utilize local artists like Paint the Pavement, and other creative approaches to helping people navigate the city can support promotion, education, and encouragement. In addition, an innovative approach to wayfinding can help create a sense of place, highlighting the unique character of different parts of our great city.

We encourage the City of St. Paul to leverage relationships with groups like St. Paul Women on Bikes, the Friendly Streets Initiative, and the Nice Ride Neighborhood's Program for promotion, education, and encouragement. In addition, we would like to challenge the city to utilize these groups as resources for reaching beyond the usual suspects to do more authentic public engagement. We recognize that the public engagement process related to the bike plan went above and beyond what the city requires. However, with support from local advocates, St. Paul could do a better job reaching people who wouldn't otherwise show up to a public meeting.

**Action Item: Find ways to leverage Safe Routes to School and public health funding**

The public health benefits of regular physical activity, such as bicycling, cannot be denied for a city and its residents. Safe Routes Minnesota provides funding to community and school groups to make improvements to the routes children use to walk and bike to school and get the exercise they need. The city should consider how to coordinate with the St. Paul Public School system to champion Safe Routes efforts. Not only is it crucial for making progress on bike plan implementation, but additional funding opportunities through the Statewide Health Improvement Program may be available. The intersections between the St. Paul Bicycle Plan and public health should be explored and integrated into the plan.

**Action Item: Expand suggested routes**

***Make Concordia and St. Anthony a complete street and add protected bikeways***

The I-94 corridor through St. Paul is a challenge for bicyclists (and pedestrians), not only because it creates an unnatural division between the communities north and south, but also because the roads in the immediate corridor are incomplete and unsafe. Now that the Green Line is up and running, safe bicycle and pedestrian facilities in this corridor are vital. The one-way streets that run alongside the highway – Concordia & St. Anthony – are unsafe for all users. The lack of striping leaves it unclear where and whether there are single or multiple lanes, and drivers entering or exiting the freeway use these streets as mini-highways. The design of these roadways must be improved for local users and pedestrians/bicyclists trying to cross at the various bridges to access services and transit. A one-way protected bikeway on both of these streets would increase



safety for all users. In addition, this treatment would help reconnect the divided neighborhood that has resulted from I-94 since the completion of the highway. Special attention would need to be paid to the intersections but it is possible.

***Increase the amount of safe infrastructure on arterials***

The addition of more arterials as bicycle routes into the plan should be considered. Ideally, bicyclists could go wherever they needed without ever travelling on an arterial road or state highway, but this is not possible in St. Paul. Safe arterial routes provide access to shops, restaurants, grocery stores, and other places people want to frequent. Not only do bicyclists benefit from arterial routes, but local business does too. We are concerned about the lack of safe facilities on several of St. Paul's arterial streets.

For this plan to be effective city staff must advocate for state and county adherence to City of St. Paul plans when reconstructing roads. The majority of arterial streets in St. Paul are controlled by outside agencies with design standards substantially lower than what is called for in this and other plans. Staff are doing good, important work with the city's Complete Streets policy and the Bicycle Plan, and the standards set forth in both plans need to be applied consistently throughout the city.

In our view, Seventh Street is an arterial that particularly needs safe bike infrastructure. Seventh, from White Bear Avenue to Fort Snelling, is a key corridor into and out of downtown, but has very few direct, parallel routes for people riding bikes to access many of the residential and commercial nodes. With the new Mississippi Market, Metropolitan State University, and more development likely to follow, especially in the Beacon Bluffs site, an in-street separated lane on East Seventh is necessary and would address ongoing issues of transportation equity on the east side of St. Paul.

The section west of downtown isn't any better. It is currently unsafe to access the local businesses on West Seventh Street by bike. We've already seen a great deal of development on this section of Seventh Street, but there are many more opportunities along this corridor. An in-street separated lane on West Seventh Street would encourage more bicyclists to use the street, benefitting businesses and residents.

In addition to Seventh Street, we are concerned about the suggested Enhanced Shared Lane on University between Aldine and Transfer Road. We recommend a protected bikeway on this stretch because of the lack of safe, alternative routes.

***Add short-term facilities in challenging areas***

The seven barrier crossings over freeways, railroads, and other physical obstructions will be expensive and time-intensive but are critical for a connected

network. In the interim, we suggest prioritizing wayfinding, maps, and signs in these areas that alert people to safe, parallel routes as alternatives.

Additionally, it is incredibly difficult to get into and out of downtown St. Paul. In particular, Kellogg Boulevard from Summit into the city center is critical. We are excited the city is committed to the Loop and Spur Network and believe the timeline for completion is realistic. In the interim we suggest the city implement temporary infrastructure to ensure access to downtown is quickly improved.

### **Conclusion**

The St. Paul Bicycle Plan is a vital step toward becoming a world class bicycling city. We applaud the City of St. Paul for their efforts thus far. Though there are some improvements that can be made, passage of the plan now is vital for forward progress. Any changes or additions at this point should not delay formal adoption of the plan.

The plan suggests regular reviews and updates every five-to-seven years. In the near term, this is insufficient. We suggest an initial annual review period for the first five years after the plan's passage to ensure early implementation of the plan is going smoothly. We suggest the city's Transportation Committee take on this responsibility and a regular schedule of review be established. An assessment annually within the first five years of passage will allow the Transportation Committee to monitor progress on action items included in the plan and consider other potential additions/revisions.

We agree that the downtown bicycle network and Grand Round are the top priorities. However, prioritizing other bikeways, as the plan highlights, will be challenging. The Transportation Committee should also be the entity responsible for ranking the principles by which new projects are selected. The principles for ranking projects listed within the plan – connectivity, safety, usage, equity, and cost effectiveness – are thorough, but there is no guidance on which of those principles takes precedence. St. Paul Women on Bikes believes the principle of equity should be the first criterion considered for every project.

Once the principles have been ranked and the process for selecting projects has been established, we believe a schedule of projects should be created for the next five years. Already major investment is being made in this plan and without quick implementation of several new projects to provide access to those infrastructural investments, the substantial resources being spent now may be for naught. The initial projects selected should not just be easy wins, they should be thoroughly vetted by how well they fit the principles established and should have major impacts on people riding bikes in St. Paul.

Thank you,

St. Paul Women on Bikes, on behalf of St. Paul Smart Trips

CC:

Dai Thao, Ward 1 Councilmember  
Dave Thune, Ward 2 Councilmember  
Chris Tolbert, Ward 3 Councilmember  
Russ Stark, Ward 4 Councilmember  
Amy Brendmoen, Ward 5 Councilmember  
Dan Bostrom, Ward 6 Councilmember  
Kathy Lantry, Ward 7 Councilmember



Fresh Energy

December 7, 2014

Reuben Collins, Project Manager  
City of Saint Paul  
25 West 4th Street  
1500 City Hall Annex  
Saint Paul, MN 55102

**Re: Comments on the DRAFT Saint Paul Bicycle Plan**

Submitted electronically via: [reuben.collins@ci.stpaul.mn.us](mailto:reuben.collins@ci.stpaul.mn.us)

Dear Mr. Collins:

Thank you for the opportunity to submit comments regarding the City of Saint Paul's DRAFT Bicycle Plan.

Fresh Energy appreciates that the City of Saint Paul has prioritized investment in a more connected and balanced bikeways network throughout the city. We're highly supportive of the vision to "become a world-class bicycling city, accommodating cyclists of all skill levels for both transportation and recreation while encouraging bicycle use as a part of everyday life." We value that biking is being viewed as part of the City's transportation system and not just an alternative mode.

We recognize the importance of the City having strong partnerships to implement the City's first citywide comprehensive bike plan. Fresh Energy stands ready to help address the challenges and opportunities ahead. Overall, we are in strong support of the plan's principles, however, we do have specific comments related to the implementation strategy:

- ***Downtown Trail Loop***
  - We strongly support the development of the Downtown Trail Loop and the role it will play to encourage bicycle ridership and investment.
  - The plan states "the downtown trails will take on more of an urban character and may be constructed out of a number of different materials, including concrete to provide a distinctive appearance." The City has a great opportunity to build in economical but innovative and energy efficient features into these new facilities.
    - We strongly encourage the City to look to places that have worked outside of the box to develop new bikeways such as the Netherlands which has developed solar powered, glow-in-the-dark, Van Gogh inspired bike path.





- *Transit Oriented Development (TOD)*
  - The strong emphasis on investing around the transit stop is counter to increasing the number of bicyclist in the City. The City should leverage its TOD and mixed-use projects by incorporating “end-of-trip facilities” (i.e. long-term bike parking, showers, changing rooms) into plans when feasible throughout the City.
  - We were extremely pleased to see that the plan acknowledges the importance of implementation of the City’s 2009 Complete Streets Ordinance.
- *Energy Efficiency*
  - Fresh Energy strongly supports that the language stating, “Investing in improved bicycling infrastructure in Saint Paul will support this goal, reducing vehicle miles traveled, fine particle emissions, and greenhouse gas emissions through the replacement of automobile trips with bicycle trips.” This is critical to the state’s success in meeting its goals.
- *Safety and Equity*
  - The plan states that it “does not assess the need for small scale improvements to existing bikeways (for example, a reconfiguration of an intersection to address a safety concern.” But then states that “Safety, both real and perceived, is essential in creating a network of bicycle facilities that are practical and convenient for all users.”
    - Studies have shown that safety is of great concern of the “interested and concern” bicyclist, which many come from low wealth communities and are people of color.
    - If the City truly seeks to diversify the demographics of bikers, it must address safety by providing clear examples of unsafe places and solutions for improvement with less reliance on the “if we build the facilities they will come” strategy.
    - We strongly recommend developing a culturally competent education program to connect with the abovementioned communities. Additionally, it would be extremely helpful to develop a demographic profile of current riders and a list of existing programs that encourage biking.
  - The plan calls for increasing the number of protected bike lanes in City and we strongly support these efforts. However, the City should explore



Fresh Energy

the best and safest locations for the lanes. For example, should they buffer the curb or be located closer to on-street parking and traffic?

- *Health Benefits*

- Like most states, Minnesota is grappling with the rising cost of healthcare and an increase in unhealthy residents. The City can play a critical role by ensuring that land use policies and programs make it easier for people to bike and walk to destinations.
- We are very supportive of the inclusion of priority language on active lifestyles and safe access to bikeways.

Again, we appreciate the opportunity to provide comments on this pivotal document. Increased investment in biking facilities will play a critical role in Saint Paul's economic and social prosperity. Understanding that we are struggling with issues such as limited funding, obesity and increased fuel costs, the City must deploy policies and programs that are innovative and beyond sustainability. Increasing investment in bikeways by 127% will not only maximize the full potential of the City's transportation system but also ensure improvements to overall quality of life.

Thank you in advance for considering our comments. If you need any assistance regarding this document, I can be reached at [hardy@fresh-energy.org](mailto:hardy@fresh-energy.org).

Sincerely,

**Shawntera M. Hardy, Director**  
Transportation and the Built Environment Program  
Fresh Energy

December 9, 2014

To: Rueben Collins, City of Saint Paul

From: Sarah Clark  
1077 Fairmount Ave  
Saint Paul, MN 55105

RE: Comments on Saint Paul Bike Plan

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I applaud the City of Saint Paul's efforts to make it safer and easier for people to bike to destinations in the city. It will be better for residents, better for the economic vitality of the city, and serve to make it a place where people want to live, work and do business. At this moment, we are far behind Minneapolis and other cities – and it is terrific to see city leaders working to change that.

Though I am located just two miles from my workplace in Downtown Saint Paul, it is not safe to bike there – I tried it twice and after close calls on both trips decided it was not worth taking my life in my hands. If there were better facilities I would most certainly bike. My two teenagers have been able to bike to some destinations along Summit Avenue, but many motorists turn in front of them or otherwise make even this designated bike route a challenge.

My specific recommendations are to:

- Definitely move ahead on the Downtown Bike Loop – great that it will be a protected trail.
- Increase connections between city streets and our wonderful (and safe) off road trails, including the Bruce Vento Regional Trail, Sam Morgan Trail, and others. Improving these connections will make it easier for people to get around – and support local businesses that will benefit from recreational bicyclists coming off the trail and into the community.
- Identify and fill the obvious gaps – trails that end as they approach downtown, but also areas across the city where there are “trails to nowhere” and take the steps to create a seamless network.
- Collaborate with the city's efforts to make streets walkable as well as bikable – suitable for people from 8 to 80. B
- Use opportunities (such as the rail spur at the Ford Site and new bridge planning) to take a big leap forward on trails. The I-35 interchange at Cuyuga is an example of what NOT to do, and the Lafayette Bridge is deeply flawed. Let's make this an opportunity to do better in the future.

Again, kudos to Saint Paul for making biking a priority and creating a plan to thoughtfully improve the active transportation opportunities in our communities. It will make our city stronger, safer, and more vital.

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 4:51 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: St. Paul Bike Plan - comments

**From:** Erin Stojan-Ruccolo [<mailto:erinstojan.ruccolo@gmail.com>]  
**Sent:** Monday, December 08, 2014 4:26 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** St. Paul Bike Plan - comments

Dear Sir or Madam:

I am writing to submit my comments in support of the St. Paul Bike Plan.

I live in Frogtown and work downtown. I would like to bike to work more often but there are not currently especially safe routes downtown, which the proposed plan would begin to address.

I understand that there is some concern about the impact that the proposed plan might have on traffic and/or parking. I live along Charles Avenue, which has been designated as a bikeway. This has meant sacrificing some ease of access (e.g. turning left from northbound Lexington onto Charles Ave.) but it is a limitation I have accepted because I think the designation represents a net benefit for the neighborhood and city overall. Additionally, a stronger bike plan allows people in St. Paul's diverse neighborhoods more options to get around safely within the city.

I think the proposed bike plan represents a positive step forward for the City of St. Paul. As someone who both lives and works here in St. Paul, I greatly appreciate that it is being considered and strongly support its approval.

Sincerely,  
Erin Stojan Ruccolo  
1008 Charles Ave  
St. Paul, MN 55104

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 4:51 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Bike Path Comment

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**From:** Tom Erickson [<mailto:t.erickson@ulticare.com>]  
**Sent:** Monday, December 08, 2014 4:24 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bike Path Comment

**Comments for the Record, Bike Paths**

- I am in favor of more safe and convenient bike paths for Saint Paul.
- I am against the removal a any parking in downtown Saint Paul to facilitate the construction of bike paths.

Tom Erickson  
Downtown Saint Paul Building Owner and Resident  
Cell: (612) 644-1219  
[t.erickson@ulticare.com](mailto:t.erickson@ulticare.com)

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 4:21 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Sierra Club Comments on Bicycle Plan  
**Attachments:** Sierra Club Comments on St. Paul Bike Plan.docx

**From:** Joshua Houdek [mailto:joshua.houdek@sierraclub.org]  
**Sent:** Monday, December 08, 2014 4:17 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Sierra Club Comments on Bicycle Plan

Dear Mr. Collins,

The Sierra Club North Star Chapter appreciates the opportunity to comment on the St. Paul Bicycle Plan. We applaud city staff for a crafting a progressive, coordinated, and forward thinking bicycle plan. This plan is a critical step towards building a more viable network of bicycling facilities that will get more people riding bicycles to where they need to go. We are excited at the increased opportunities provided by the anticipated 127% increase in bicycle facilities!

We enthusiastically support adoption and implementation of this bicycle plan. The plan is instrumental to creating healthier, more livable communities in St. Paul. With the City's population aging and vehicle miles traveled (VMT) leveling off and decreasing, bikeable, walkable and transit oriented development is key for sustainable growth.

The Sierra Club actively works to promote multiuse development and multimodal transportation to reduce vehicle emissions and build strong communities. By prioritizing connections, not only will the plan strengthen the bicycle network, but also further bridge gaps between communities.

We note in Figure 4 the designation of the rail spurs serving the Ford Plant for future offstreet bicycle trails. We understand the TIGER Grant which is funding this particular component is scheduled in 2016, after Ramsey County Regional Rail Authority's Riverview Corridor transit study is well in hand. We also understand that any planned bicycle trails using the Ford Plant rail spurs will be planned from the start with possible collocation as the outcome, should those spurs be chosen as part of a preferred alternative for transit. The preliminary review indicates there is enough width in the rail spur right-of-way to permit collocation of transit and bicycle trails. We strongly urge that every effort be made to collaborate with Ramsey County Regional Rail to support high capacity regional transit in the Riverview Corridor, including planning and implementing bicycling facilities around transit, rather than the reverse.

The Sierra Club also works to promote transportation equity and balance. We strongly endorse equity as a measure in project selection. We are concerned that focusing on projects with the greatest impact on bicycle usage may divert funding from some communities. Case in point, separated on-street lanes thin out in the Frogtown and East Side neighborhoods despite being dense in Highland and St Anthony Park. In 2012 we highlighted this issue in our 17<sup>th</sup> Annual Sierra Club Bike Tour. In determining the route for this 20 mile “conference on wheels,” we found St. Paul’s East Side lacking many bicycle facilities and worked with local community leaders to advocate for the Margaret Street Bike Boulevard.

This draft of the bicycle plan does an excellent job in identifying opportunities to include all users. We support the focus on bicyclists of all skills for network planning. We advocate for improving connectivity of routes such as the Grand Rounds that can improve both commuter and recreational bicycle use. We also support the proposed downtown loop on a separated bikeway, with connections to routes outside of downtown.

Designing the network with “interested but concerned” users in mind will help to engage populations underrepresented on bicycles today—women, minorities, and families. We are concerned that the use of shared lane roadways is often not appropriate in addressing these bicyclists. The language is unclear regarding the difference between these shared lanes and “other streets that permit bicycle use.” Other low-cost designs that improve comfort for these users should be considered.

A dense network will support getting more interested bicyclists to safe, protected routes. We support the new functional classification for bicycle routes and good bicycle wayfinding signage; these routes do not necessarily match their vehicle counterparts. However, the plan doesn’t address the need for a couple of the critical essential elements (“Five E’s”) of a bicycle friendly community: Encouragement and Education. To become a world class bicycling city, St. Paul will need to not only build safe infrastructure, but promote the benefits of bicycling, support local education efforts, and encourage behavior change from the interested but concerned audience the plan targets.

The City should consider more aggressive leveraging and partnering with community-based group events like the Sierra Club, St. Paul Women on Bikes, Cycles for Change and the Saint Paul Bicycle Coalition. Utilizing community resources for more effective outreach and authentic public engagement is needed to ensure the bicycle network is fully utilized.

We agree with St. Paul Women on Bikes: “we are concerned about recommendation 7.1.1, which would restrict bicycle parking on specific objects. Many areas of the city don’t have adequate bike parking and it is going to take a huge effort to correct the situation. Regulations making it illegal to lock bicycles to specific objects will only increase the barriers people experience to using a bike and undermine the intent of this plan. A proactive approach to increasing the amount of bike parking available around the city will lead to fewer bikes in the public right of way.”



The bold bicycle network proposed in the City's plan provides a broad, flexible range of projects for the next five years. However, regular evaluation and written commitment to projects or mileage would provide a basis to track progress toward the City's 2025 Comprehensive Plan goals.

We recognize this plan as key to St. Paul becoming a world class bicycling city. Full implementation of the plan will require engagement by both the City and community-based groups. The Sierra Club hopes to be a partner as St. Paul continues to develop its bicycle network.

The Sierra Club recommends this plan be adopted, and commends the City for this impressive step forward towards implementing a viable network of bicycling facilities that will get more people riding bicycles to where they need to go.

Thank you for your attention,

Alex Tsatsoulis

Chair, Land Use and Transportation

Sierra Club North Star Chapter

Joshua Houdek  
Land Use and Transportation Program Manager  
Sierra Club North Star Chapter  
2327 E Franklin Ave, Minneapolis, MN 55406  
Main: 612-659-9124, Direct: 612-259-2447, Cell: 612-207-2295

Follow the [North Star Chapter](#) on [Facebook](#) and [Twitter](#).  
Explore, enjoy and protect the planet.



Sierra Club North Star Chapter  
2327 E. Franklin Ave., Suite 1  
Minneapolis, MN 55406

December 8, 2014

15 Kellogg Boulevard West  
St. Paul, MN 55102

Dear Mr. Collins,

The Sierra Club North Star Chapter appreciates the opportunity to comment on the St. Paul Bicycle Plan. We applaud city staff for a crafting a progressive, coordinated, and forward thinking bicycle plan. This plan is a critical step towards building a more viable network of bicycling facilities that will get more people riding bicycles to where they need to go. We are excited at the increased opportunities provided by the anticipated 127% increase in bicycle facilities!

We enthusiastically support adoption and implementation of this bicycle plan. The plan is instrumental to creating healthier, more livable communities in St. Paul. With the City's population aging and vehicle miles traveled (VMT) leveling off and decreasing, bikeable, walkable and transit oriented development is key for sustainable growth.

The Sierra Club actively works to promote multiuse development and multimodal transportation to reduce vehicle emissions and build strong communities. By prioritizing connections, not only will the plan strengthen the bicycle network, but also further bridge gaps between communities.

WFor example, we note in Figure 4 the designation of the rail spurs serving the Ford Plant for future offstreet bicycle trails. We understand that the Tiger IGER Grant which is funding this particular component is scheduled in 2016, after Ramsey County Regional Rail Authority's Riverview Corridor transit study is well in hand. We also understand that any planned bicycle trails using the Ford Plant rail spurs will be planned from the start with possible collocation as the outcome, should those spurs be chosen as part of a preferred alternative for transit. The preliminary review indicates there is enough width in the rail spur right-of-way to permit collocation of transit and bicycle trails. We strongly urge that every effort be made to collaborate with Ramsey County Regional Rail to support high capacity regional transit in the Riverview Corridor, including planning and implementing -bicycling facilities around transit, rather than the reverse. are excited to see the city planning future bicycle infrastructure along the rail spurs connecting to the future Ford development. By prioritizing connections, not only will the plan strengthen the bicycle network, but also further bridge gaps between communities.

The Sierra Club also works to promote transportation equity and balance. We strongly endorse equity as a measure in project selection. We are concerned that focusing on projects with the greatest impact on bicycle usage may divert funding from some communities. Case in point, separated on-street lanes thin out in the Frogtown and East Side neighborhoods despite being dense in Highland and St Anthony Park. In 2012 we highlighted this issue in our 17<sup>th</sup> Annual Sierra Club Bike Tour. In determining the route for this 20 mile “conference on wheels,” we found St. Paul’s East Side lacking many bicycle facilities and worked with local community leaders to advocate for the Margaret Street Bike Boulevard.

This draft of the bicycle plan does an excellent job in identifying opportunities to include all users. We support the focus on bicyclists of all skills for network planning. We advocate for improving connectivity of routes such as the Grand Rounds that can improve both commuter and recreational bicycle use. [We also support the proposed downtown loop on a separated bikeway, with connections to routes outside of downtown.](#)

Designing the network with “interested but concerned” users in mind will help to engage populations underrepresented on bicycles today—women, minorities, and families. We are concerned that the use of shared lane roadways is often not appropriate in addressing these bicyclists. The language is unclear regarding the difference between these shared lanes and “other streets that permit bicycle use.” Other low-cost designs that improve comfort for these users should be considered.

A dense network will support getting more interested bicyclists to safe, protected routes. We support the new functional classification for bicycle routes and good bicycle wayfinding signage; these routes do not necessarily match their vehicle counterparts. However, the plan doesn’t address the need for a couple of the critical essential elements (“Five E’s”) of a bicycle friendly community: Encouragement and Education. To become a world class bicycling city, St. Paul will need to not only build safe infrastructure, but promote the benefits of bicycling, support local education efforts, and encourage behavior change from the interested but concerned audience the plan targets.

The City should consider more aggressive leveraging and partnering with community-based group events like the Sierra Club, St. Paul Women on Bikes, Cycles for Change and the Saint Paul Bicycle Coalition. Utilizing community resources for more effective outreach and authentic public engagement is needed to ensure the bicycle network is fully utilized.

We agree with St. Paul Women on Bikes: “we are concerned about recommendation 7.1.1, which would restrict bicycle parking on specific objects. Many areas of the city don’t have adequate bike parking and it is going to take a huge effort to correct the

situation. Regulations making it illegal to lock bicycles to specific objects will only increase the barriers people experience to using a bike and undermine the intent of this plan. A proactive approach to increasing the amount of bike parking available around the city will lead to fewer bikes in the public right of way."

The bold bicycle network proposed in the City's plan provides a broad, flexible range of projects for the next five years. However, regular evaluation and written commitment to projects or mileage would provide a basis to track progress toward the City's 2025 Comprehensive Plan goals.

We recognize this plan as key to St. Paul becoming a world class bicycling city. Full implementation of the plan will require engagement by both the City and community-based groups. The Sierra Club hopes to be a partner as St. Paul continues to develop its bicycle network.

The Sierra Club recommends this plan be adopted, and commends the City for this impressive step forward towards implementing a viable network of bicycling facilities that will get more people riding bicycles to where they need to go.

Thank you for your attention,

Alex Tsatsoulis  
Chair, Land Use and Transportation  
Sierra Club North Star Chapter

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 4:20 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Bike Plan

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**From:** John R. Rupp [<mailto:JRRupp@commonwealthproperties.com>]  
**Sent:** Monday, December 08, 2014 4:18 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bike Plan

Mr. Collins

**Wabasha Street.** I own the St. Paul Building. I support the bike plan but only if no street parking is removed. Wabasha must not lose its parking, which is critical to retain its street level businesses.

**Marsha II.** I own various businesses in the Cathedral Hill area and have lived there for over 40 years. Parking is in crisis. Marshall needs to have parking on both sides of street east of Western, like west of Western.. The bike plan west of Western allows it – so can Marshall east of Western

John Rupp



## Butler, Sonja (CI-StPaul)

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 4:17 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Bike Loop feedback

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**From:** Ruhl, Laura [<mailto:Laura.Ruhl@ecolab.com>]  
**Sent:** Monday, December 08, 2014 4:13 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bike Loop feedback

Hi Reuben. Thank you for accepting feedback on the bike loop topic.

I have both lived in and worked in downtown St. Paul (where I walk 6 blocks to work) now for 16 months and have two concerns about the bike loop. I really can't say that I understand the purpose here. I understand the want to bring people into downtown, but outside of "sporting events" what do they have to here come for? What is the draw? We have no real shopping; our skyway retail suites are at least 50% available, I can readily identify the vacant buildings on 7<sup>th</sup> St and residents really do have to leave the neighborhood to go shop at a Target or go to Grand Ave/Cathedral Hill for boutique type shopping. We have very few restaurants. Outside of our two parks, Science Museum, and hospitals, what else is there? Why would a person ride their bike down Jackson St.? Additionally, if I were riding my bike, I wouldn't be bringing any money into the neighborhood as I would only be able to buy what I could carry on my back.

My second concern is parking. Parking is already ridiculously bad. Yes, people can park at Union Depot or in parking structures for \$10 a day (also outrageous). There is vast parking available there. But the reality is that people don't want to come visit downtown residents when they have to park 4 or more blocks away. People don't like the inconvenience in the Summer and they like it even less in the Winter. The ballpark is an exciting addition but really, we can't expect that everyone will bike or take the lightrail. Because they won't. Adding bike loops is a lovely idea. Although I feel it is somewhat shortsighted. If we have bikes we simply MUST have parking. We must. Because if I can't drive my car, and my friends won't visit me, what is the point of my living downtown? I will move. And in talking to my friends that do live downtown, I'm sure that many people feel the same way.

We have higher priorities right now, that are much more important than bike loops. We need more than a farmer's market on the weekend. We need REAL shopping.

Thank you for hearing my voice.

Laura Ruhl  
Administrative Assistant, Catalyst RMO

ECOLAB 370 WABASHA STREET NORTH, EUC 14, ST. PAUL, MN 55102  
T 651-250-4552 F 651-306-5422 E [laura.ruhl@ecolab.com](mailto:laura.ruhl@ecolab.com)

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## Butler, Sonja (CI-StPaul)

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 4:00 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: St. Paul Bicycle Plan

**From:** S. Castle [<mailto:castles.1000@gmail.com>]  
**Sent:** Monday, December 08, 2014 3:56 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** St. Paul Bicycle Plan

Mr. Collins and the St. Paul Planning Commission,

To the St. Paul Planning Commission:

My name is Sharon Castle, and I have been working in downtown St. Paul for the past 9-1/2 years. I live in Falcon Heights, just a few blocks from the border with St. Paul.

I am writing to urge you to support the Bike Plan that was discussed at the open hearing on Friday, December 5, 2014. I share some of the same concerns that I heard from others at the hearing (particularly regarding the lack of adequate bike parking), but overall, the plan shows considerable thought and is essential for St. Paul to become a desirable city that will attract workers who want to live in St. Paul.

I commute to work by car, bicycle and public transportation, spending a fair amount of time on St. Paul streets. I also ride recreationally year round on weekends with a group of friends; most routes also utilize St. Paul streets. These Saturday rides involve stops at area coffee shops, where we all make purchases of coffee and tasty treats. One can justify a few extra calories after a long ride. Very rarely do we venture into downtown St. Paul due to the lack of safe bicycle routes.

When I commute by bicycle, I am able to use quiet side streets and the bike lane on Como Avenue until I reach downtown St. Paul. I consider myself to be a confident, enthused rider on non-icy roads, but riding in downtown St. Paul is not for the faint of heart. Even using the bike lane on Jackson is nerve-wracking, as there are few barriers to protect bicycles from cars turning into parking garages on both sides of the street. When I go to the Y to shower, there is no bicycle parking adjacent to the Y, so I lock my bike to a signpost, making every effort not to obstruct the adjacent handicap parking space.

In addition to my desire for downtown St. Paul to be more attractive and bike-friendly, I do also want to support business in downtown St. Paul. It is a common lament among my coworkers that the dearth of amenities means that errands that could be completed during a lunch hour walk must wait until after working hours and the dollars spent elsewhere. When out of town consultants are in our office, we tell them that they should plan to eat lunch before 2:00 or there will be very few nearby quick food options available. They laugh until they realize we are serious.

One day, I was walking outside in downtown St. Paul, and a young woman stopped me to ask if there was a coffee shop nearby. I had to pause, because I wanted to be sure to direct her to a place that would be open at that hour. Again, not as easy as it sounds. I directed her to Black Dog Coffee and Wine Bar in Lowertown.



I do walk to downtown businesses and spend money there, frequently on Wabasha. I hope that the city can alleviate the concerns of these business owners who are concerned about loss of parking spaces. I do not drive to these businesses; I spend money there because it is convenient to walk. If there are areas of St. Paul that are more accommodating and pleasant to walk in, I will enjoy spending my money there.

Two of my children recently graduated from college, and so far, have not purchased cars. They have student loans to pay. My daughter chose to live in New York, where owning a car is not only unnecessary, but is a burden. We'd love to have her consider moving back at some point! My husband and I are at a point where we likely will downsize in the next few years, and a city that embraces the vision laid out in the plan as a desirable place to live and work would add that city to the list of options we consider. Please continue the progress that has been made with the bike boulevards such as Charles Avenue, barrier-breaking routes such as the Griggs Bikeway, and better public transportation.

Thank you for your time.

Sharon Castle

1891 Pascal St. N.

Falcon Heights, MN

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 3:57 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: St Paul Bike Plan - voicing my strong support and thanks

**From:** Katy Lowery [<mailto:katy.lowery@gmail.com>]  
**Sent:** Monday, December 08, 2014 3:50 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** St Paul Bike Plan - voicing my strong support and thanks

Dear friends,

First off, thank you! I deeply appreciate the careful work and forward thinking that went into the plan. As you all understand, more and more people rely on bikes for transportation to work, school, completing errands and recreation.

I'm one of those people. I guess I would be classified as a confident biker. I bike for transportation on a regular basis spring through fall and only occasionally in the winter. But, confident though I am, I strongly dislike biking into, out of or around in Downtown St. Paul.

It's simply dangerous: narrow road, poor street conditions, dumpsters, construction and a culture of jaywalking all conspire to make it more dangerous. The Downtown loop will address this. The final routes selected for bike ways/routes are less important to me than a well connected network that is sufficient to the bike, car and pedestrian traffic.

thanks for this plan that will certainly help make St paul a safer, more accessible and more vibrant city.

Katy Lowery  
134 Winifred Street West  
St Paul MN 55107

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Katy

## Butler, Sonja (CI-StPaul)

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 3:57 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Saint Paul Bicycle Plan Feedback  
**Attachments:** WOB\_Bikeplan\_LetterofSupport\_full\_secondroundFINAL.pdf

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**From:** Stephanie Weir [<mailto:stephanie@stpaulwomenonbikes.org>]  
**Sent:** Monday, December 08, 2014 3:31 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** Coleman, Chris (CI-StPaul); #CI-StPaul\_Ward1; #CI-StPaul\_Ward2; #CI-StPaul\_Ward3; #CI-StPaul\_Ward4; #CI-StPaul\_Ward5; #CI-StPaul\_Ward6; #CI-StPaul\_Ward7  
**Subject:** Saint Paul Bicycle Plan Feedback

Hello,

Please see the attached feedback on the latest draft of the Saint Paul Bicycle Plan. Let us know if you have any questions.

Thank you!

Stephanie Weir  
St. Paul Women on Bikes Organizer  
St. Paul Smart Trips | 55 East 5<sup>th</sup> Street, Suite 202 | Saint Paul, MN 55101  
651.224.8555 x26 (o) | 612.703.8345 (c)  
[stephanie@stpaulwomenonbikes.org](mailto:stephanie@stpaulwomenonbikes.org) | [www.stpaulwomenonbikes.org](http://www.stpaulwomenonbikes.org) | [www.smart-trips.org](http://www.smart-trips.org)

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 3:16 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: DT bike plan

**From:** Jesse Mortenson [<mailto:jessemortenson@gmail.com>]  
**Sent:** Monday, December 08, 2014 3:14 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** DT bike plan

To Whom it May Concern,

I want to write in supporting dedicated and robust biking infrastructure in downtown St. Paul. I live at 908 Hague, which means downtown is not far. But it is far enough to merit consideration before I just jump on a bike. I think about going down the busy/scary Kellogg Hill, down the v steep Ramsey Hill, or taking a long detour through the capitol area. I think about how it's not clear where to bike safely except for parts of Kellogg (at the river). About how that left turn off Kellogg to get up to the Depot/lowertown is always a little dicey.

In other words, the infrastructure matters in making choices to visit DT or not. I'm a regular biker but not hardcore. So I'm glad to see a plan that would improve access to DT. It will make a positive difference for me.

Sincerely,  
Jesse Mortenson  
651-442-5734

## **Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 3:15 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Draft Bike Plan

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**From:** Maggie Johnson [<mailto:maggiejohnson62@yahoo.com>]  
**Sent:** Monday, December 08, 2014 3:13 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Fw: Draft Bike Plan

On Monday, December 8, 2014 3:07 PM, Maggie Johnson <[maggiejohnson62@yahoo.com](mailto:maggiejohnson62@yahoo.com)> wrote:

Mr. Mayor and Reuben,

It is exciting to see the Draft of the St Paul Bike Plan. This is a major step towards safer biking throughout the twin cities. Thank you for your efforts in this initiative. Along with the opening of the Green Line, this plan is a great option for commuting, especially in the St Anthony Park neighborhood.

However, I think the Raymond Ave portion of the Grand Rounds is significantly problematic. Raymond Ave, as it exists currently is not safe as a bike route and future plans for changes to Raymond Ave indicate that safety, especially for the bicyclists is not a priority at all. The success of the Green Line is to be celebrated, but access by bike to and from it, as well as other area destinations, via Raymond Ave is woefully inadequate and even dangerous for bicyclists.

Substantial efforts towards traffic calming are called for when Phase 2 and 3 of the reconstruction of Raymond Ave is planned. One of the most challenging stretches of Raymond Ave is the area between Hampden Ave and Como Ave. Currently, that portion of Raymond Ave is open for all truck traffic. Local delivery trucks are not an issue, it is the many large, fast moving trucks that use the avenue as a "through" route north and south. That portion of Raymond Ave is currently designated as a CSAH. Extending the "no truck" designation that is already in place on the University Ave to Hampden Ave stretch of Raymond Ave all the way to Como Ave and even beyond to Larpenteur Ave only makes sense. There are several other options for large trucks that are more appropriate for trucks of that size, such as Snelling Ave and Hwy 280. It should be noted that the current 10 year D12 SAP Community Plan calls for a ban on truck traffic and the new D12 Plan being drafted calls for the same, so this is not a new issue, but merely one that is not being addressed.

Ultimately, the success of the Grand Rounds will be seriously impacted if Raymond Ave continues to be a dangerous and difficult area for bicyclists. The opportunity to provide a contiguous, safe bike route throughout the city is sorely needed. The traffic calming measures being considered for Phase 2 and 3 of Raymond Ave must include a ban on large truck traffic or this success will be greatly impacted.

Thank you again for your efforts in the Draft of the St Paul Bike Plan,  
Maggie Johnson

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 3:09 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: PELHAM

**From:** Kirsten Fischer [<mailto:kir.fischer@gmail.com>]  
**Sent:** Monday, December 08, 2014 3:02 PM  
**To:** Collins, Reuben (CI-StPaul); #CI-StPaul\_Ward4  
**Subject:** PELHAM

Dear Councilmember Stark and Mr. Collins,

I live on Beverly Road just off Pelham in Desnoyer Park, and I bike to work every day (polar vortices permitting). Pelham is a scary road for bike riders. When I pedal up the hill from the Mississippi River Blvd, I have to cross traffic to turn left onto my street. It's always risky trying to share the road and dodge the cars coming up behind me and the traffic coming--so fast!--down the street. I have a ten-year-old daughter who loves to bike, but I never let her ride on Pelham.

Please help us get a safer neighborhood for bikers and walkers. We need a new street without potholes, and we also need to slow down traffic. Bikers should have a separate bike route (not "share the road"), and we need clearly demarcated places where pedestrians can safely cross the street.

Thanks for your efforts to make Desnoyer Park a safer place to walk and ride bike.  
Sincerely,  
Kirsten Fischer

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 3:09 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Bikeways Plan comments

**From:** Drew Ross [<mailto:dpia.drew@gmail.com>]  
**Sent:** Monday, December 08, 2014 2:58 PM  
**To:** Collins, Reuben (CI-StPaul); #CI-StPaul\_Ward4  
**Subject:** Bikeways Plan comments

Dear Reuben and Russ,

The Desnoyer Park Improvement Association supports the Bikeways Plan. We earlier stated our support of the plan's design on Pelham Boulevard with on-street bike lanes and off-street bike path. This is not only for bikers. Pelham needs much improvement for pedestrians as well. Overall, we encourage an emphasis on safety. If bike numbers are to grow, it hinges on their real and perceived safety. Allow car drivers to know that on certain streets bikes have the priority.

We are, of course, very pleased to have made the short list on the Vitality Fund's improvements for an off-street trail. Our support comes from the neighborhood because of the concerns of traffic speeds, ignoring of signs, and poor road conditions. To do the off-street trail alone would not fulfill the idea of the Grand Round as a priority.

I submit the following photo essay with informative captions to illustrate the need for rebuilding Pelham Boulevard. As you will see, painting stripes over Pelham's problems will not resolve these issues.

Sincerely,

Drew Ross

Desnoyer Park Improvement Association

23 photos in this album



**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 3:02 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Yes, bike loop!

**From:** Rob Davis [<mailto:rob@pioneerpr.com>]  
**Sent:** Monday, December 08, 2014 1:37 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Yes, bike loop!

Hi,  
I hope St. Paul moves forward aggressively on the bike loop and significant additional investments in bike infrastructure.

Regards,

Rob Davis  
Worker in dt. St. Paul, commuting from Highland area

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 3:03 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: info about the biking project

-----Original Message-----

From: Ruth Markowitz [<mailto:rumark@aol.com>]  
Sent: Monday, December 08, 2014 1:39 PM  
To: Collins, Reuben (CI-StPaul)  
Subject: Re: info about the biking project

I just read what Bill HOsko said about his concerns for the new proposal. I want to second what Bill says. I have observed I believe over the years that people don't listen well to Bill I personally think he cares deeply about our city, it incredibly generous in his time, thought and effort and I think he is a very forward thinker. I have considered sending some of Bills thoughts under my name as I believe he gets discounted and it deeply disturbs me, because his ideas are good. He sometimes writes too long, but please listen to his ideas. They are substantive, he, cares, he is a year round bike rider. Do not, do not discount what he says. Thank you, Ruth markowitz

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 1:18 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Saint Paul Bicycle Plan Comment

-----Original Message-----

From: Chandra Lalla [[mailto:chandra\\_lalla@hotmail.com](mailto:chandra_lalla@hotmail.com)]  
Sent: Monday, December 08, 2014 1:23 PM  
To: Collins, Reuben (CI-StPaul)  
Subject: Saint Paul Bicycle Plan Comment

Hi Reuben,

While, I don't live in St Paul I'm writing in support of the Bicycle Plan. It's vital to provide safe biking infrastructure and expand the areas people can ride. Over the summer, I was struck by all the people who ride on the sidewalks downtown. I'd like to see all these people comfortable riding in the street therefore it's so important that a safe plan is implemented. This encourages more people to bike and puts a priority in creating the right environment in which they can.

Thank you,  
Chandra Lalla  
Minneapolis Resident

## Butler, Sonja (CI-StPaul)

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 1:18 PM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Thoughts on the Long Range Bike Plan

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**From:** Josh Capistrant [<mailto:josh@unionparkdc.org>]  
**Sent:** Monday, December 08, 2014 12:58 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** Julie Sivula Reiter; Laura.Capistrant  
**Subject:** Thoughts on the Long Range Bike Plan

Hello Ruben, Thank you for your work on The Saint Paul Bike Plan.

I live on Fairview Avenue. I often office out of my home, which right in front of a large window onto a busy but narrow section of Fairview.

It's widely assumed by advocates of the bike plan that rather than deleting the right turn lane, I will lose the parking in front of my house to add bike lanes.

With a lot of students on my end of the block, parking can be contentious here. This problem is compounded for my family because we are on a small lot and have no possibility for parking on our own lot. The parking in front of our house is essential to the value and viability of our house. Houses like this on Fairview are few in this regard, but it would affect us disastrously.

All year round, people ride their bikes on Fairview. There are truly just a handful of these brave souls. Its clear to me that conditions aren't inherently safe on Fairview for a biker. I've ridden it myself on occasion and at necessity. Drivers crowd you to the curb; right-hand-turners don't expect you.

Fairview is very much a commuting route dominated by cars and trucks. Motorists coming home at the end-of-day drive all too fast and aggressively. If my car isn't parked in front of my house, cars ignore the lines put on the street designating parking and make the area against the boulevard all down the block their own extended right turn lane. (A favorite situation for me is when people expecting to turn right pull in behind my parked car, expecting to continue to drive ahead to use the right turn lane. Sorry, no, this is parking.) Will cars then also ignore the bike lanes for their convenience? I can only assume so. The parking in front of my home serves to keep that mad rush a little bit further from my front door. My car was hit this spring by a drunk driver. Without my car as a buffer, where does that drunk driver wind up?

Aside from my personal plight for parking, I think the bike plan is seriously flawed in expecting to make bike routes out of the busiest roadways in Saint Paul. I'm interested in making biking safer for everyone wherever they want to bike. (My brother owns a bike shop and has been making his living that way for 20 years.) I really want there to be visibility for bikers and awareness of their safety on all roadways. A number of my friends have been injured in biking commutes and even one killed by a motorist.

I'm concerned that the bike plan's choice of the major (and busiest) north-south routes only serves the urban warrior bikers. Only the most confident and capable bikers need apply. The option is that if you want to bike, the most dangerous routes of the city have been prepared for you. I think this bike plan needs to apply to all speeds of cyclist. Let's find a way to draw out the timid leisure riders and make them commuters! Safer routes will mean more people can use them.

An investment should be made in routes that more riders can feel confident about. We put such a glut of tax dollars toward making commutes faster/better for cars. (Secret: They will never be good enough, no amount of taxes will be good enough.) Bikes deserve similar infrastructure. Rather than be supplementary to bridges over I-94 and the railroad corridor, we should plan good routes that apply to more bicyclists that have their own bridges and calmer traffic.

Having a bike plan is going to be a good deal for Saint Paul. It is an essential part of the proclamation "The Most Livable City in America". The charge in that is not for just a few people to feel like we are a livable city, but many. Please configure safer routes that will encourage bike ridership for many and serve as a lower risk entry point for bike commuting in the city.

Submitted as a biker, citizen, advocate and someone who will work with others,

**Josh Capistrant**

220 Fairview Avenue North | Saint Paul, MN 55104

p: 651.983.8754

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 11:52 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Support for plan to rebuild Pelham Boulevard in Desnoyer Park

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**From:** Oran Ener [<mailto:oener@q.com>]  
**Sent:** Monday, December 08, 2014 11:39 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Support for plan to rebuild Pelham Boulevard in Desnoyer Park

Dear Mr. Collins,

Please accept this email indicating our support to rebuild Pelham Boulevard with a new street with traffic calming signs, a clear off street bike route, and safe pedestrian crossing features.

Respectfully,

Oran and Ruth Ener, 572 Glendale Street, Desnoyer Park  
Marita Ener, 556 Desnoyer Ave., Desnoyer Park

## Butler, Sonja (CI-StPaul)

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 11:35 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Saint Paul Bike Plan

**From:** Debbie Meister [<mailto:dmeister.mmc@gmail.com>]  
**Sent:** Monday, December 08, 2014 10:44 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** #CI-StPaul\_Ward1; Stark, Russ (CI-StPaul); Hunt, Anne (CI-StPaul); \*CI-StPaul\_Mayor  
**Subject:** Saint Paul Bike Plan

Dear Mr. Collins,

I am writing in strong support of the Saint Paul Bike Plan. It is essential to connect bike routes and make downtown Saint Paul bikeable. Although some businesses are concerned about loss of parking downtown, Jim Ivey, a Lowertown resident and business owner, summed up the need for biking as a vibrant, lively option: "We've had parking for decades. That didn't solve the problem (of a lack-luster downtown). Maybe we have to try something else."

We are seeing a sea change in transportation needs. Millennials (about 77 million Americans born between 1983 and 2000), as reported in the Star Tribune on November 30, 2014 "are decidedly lukewarm when it comes to Americans' century-long love affair with automobiles. They appear to prefer biking, walking, taking mass transit and sharing cars."

As a senior citizen, my major form of transportation is biking for seven-eight months of the year. What is most disconcerting to me is bike paths and lanes abruptly ending and not connecting to other bike routes. Downtown and north-south connections are especially lacking. The Saint Paul Bike Plan addresses these concerns. I look forward to its implementation.

Debbie Meister  
1312 Portland Ave.  
Saint Paul, MN 55104  
651.647.6816



**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 11:34 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Pelham Boulevard Grand Rounds Bikeways Plan

-----Original Message-----

From: Matthew Miller [[mailto:matt\\_miller@me.com](mailto:matt_miller@me.com)]  
Sent: Monday, December 08, 2014 10:02 AM  
To: Collins, Reuben (CI-StPaul); #CI-StPaul\_Ward4  
Subject: Pelham Boulevard Grand Rounds Bikeways Plan

I am a resident of the Desnoyer Park neighborhood in Saint Paul, residing at the intersection of Otis Avenue and Pelham Boulevard. I am writing to voice my support for a complete overhaul of Pelham Boulevard to incorporate traffic calming measures, a clear bike route and pedestrian safety features.

Pelham is a conduit for vehicles and pedestrians to reach Mississippi River Boulevard and it sees a ton of traffic, which has worn out the road and sidewalk significantly. Furthermore, living at the bottom of the hill, we see cars roll through the stop sign on Otis headed toward Mississippi River Boulevard or turning left toward Marshall Avenue every day, creating a safety issue. A boulevard median or other traffic calming device is sorely needed.

Lastly, we have a special neighborhood and the residents take great pride in cultivating a safe, friendly and beautiful place to live. Pelham Boulevard is the most visible and accessible connection point to this community. And it is in need of repair. The street is heaved, cracked, patched and operates as a highway for those speeding through the neighborhood.

I hope you can help restore Pelham Boulevard as a safe, well designed and well maintained corridor to a wonderful neighborhood in Saint Paul.

Sincerely  
Matthew Miller

## Butler, Sonja (CI-StPaul)

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 9:42 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Comments on Saint Paul City Wide Bike Plan  
**Attachments:** Fact Sheet New Wakan Tipi Center November 9, 2014.pdf

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**From:** [dan@dmcguinness.com](mailto:dan@dmcguinness.com) [<mailto:dan@dmcguinness.com>]  
**Sent:** Monday, December 08, 2014 9:17 AM  
**Subject:** Comments on Saint Paul City Wide Bike Plan

Reuben, I am pleased to send these comments in support of the Saint Paul City Wide Bike Plan as found at <http://www.stpaul.gov/index.aspx?nid=4604>. My comments reiterate earlier testimony during public meetings, at which I provided comments on behalf of the Lower Phalen Creek Project.

We support and strongly urge the City of Saint Paul to move forward with this plan. In particular, we support the construction of a bridge that would connect the Bruce Vento Regional Trail to the Sam Morgan Trail at the location of the Bruce Vento Nature Sanctuary.

This trail connection is becoming increasingly important as the entire system is developed and as the City of Saint Paul and the Lower Phalen Creek Project work together to create and operate a new interpretive facility -the Wakan Tipi Center, at the Bruce Vento Nature Sanctuary. This \$6 million, new facility, will provide an important amenity not only for the sanctuary, but the entire region and the state and will certainly be an amenity for all who use our bike trails in this vicinity. I have attached a fact sheet about the proposed Wakan Tipi Center. You will see that it will be a great place for people using the Sam Morgan and Bruce Vento Regional Trails and the trails leading to and from Mounds Park and Lowertown.

Thank you for considering our comments.

Dan McGuinness  
Director, Lower Phalen Creek Project  
733 East 7th Street  
Saint Paul, MN 55106  
651-260-6260  
[dan@dmcguinness.com](mailto:dan@dmcguinness.com)

## Sources of Funds

\$3 million – to be requested from State of Minnesota in next Bonding Bill

Bonding Funds will be matched by \$3 million from foundations, corporations and individuals and additional financing by the developer, The Lower Phalen Creek Project.

Construction of this new \$6 million building is anticipated to add \_\_\_ construction and related jobs and \_\_\_ jobs through long term employment on site.

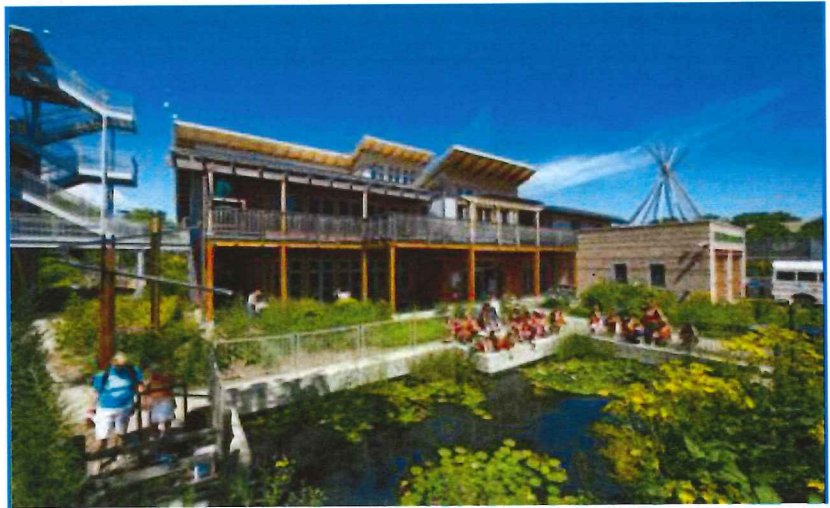
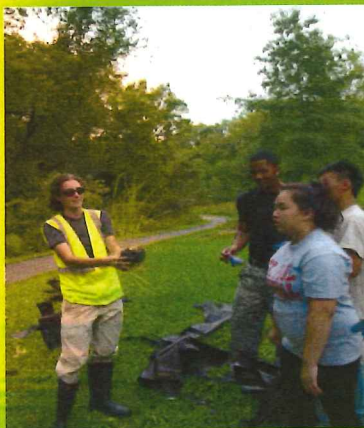
**Other funds previously invested in the sanctuary, nearby trails and for land and building acquisition:**

\$4.32 million in federal funds for land acquisition of the sanctuary, remediation and cleanup and trail connections to the region.

\$1.74 million in state funds for sanctuary creation, additional trail extensions, ecological restoration of the site (**\$572,000 of this specifically for acquisition of this land and former building on the site, which is being removed.**)

\$2.35 million in City of Saint Paul CIB funding for required matches to federal and state grants for the project and an additional \$\_\_\_\_\_ in City funds for removal of former warehouse and initial site preparation.

\$1.54 million in private funds from individuals, corporations and foundations for acquisition, restoration, interpretation, and project planning.



\* Example – not actual final design.

## Nature and Culture in the Heart of the City *Wakan Tipi Center\* at Bruce Vento Nature Sanctuary*

The Bruce Vento Nature Sanctuary is an award-winning park located just east of Downtown Saint Paul in the Mississippi National River and Recreation Area. Home to towering bluffs, spring-fed wetlands, forests and prairies, the sanctuary includes a Dakota sacred site and remnants of Minnesota's earliest rail and brewing operations. Situated in one of the most diverse areas of the state, both Native people and waves of immigrants have called this place home.

School children from across the region visit the sanctuary for science and social studies learning, and downtown residents, employees and tourists visit this remarkable "urban oasis" nestled between the ancient stone bluffs of Indian Mounds Park and the Mississippi River.

**The sanctuary area is at the center of some of our region's most exciting changes and opportunities.** More than 100 miles of recreational trails converge here and Saint Paul has deemed the Bruce Vento Nature Sanctuary a priority "gathering place" in its new Great River Passage Master Plan. A new regional ballpark will soon bring some 140,000 people per year to this area. With the recently re-opened Union Depot multi-modal transit hub and the launch of Green Line Light Rail Service just 3/4<sup>th</sup> of a mile away, the area is increasingly becoming a regional and statewide destination.

**The time is right to make the most of the Sanctuary's value as a regional destination and asset for our community.** Wakan Tipi Center will be a visitor and interpretive center as well as a multi-use public facility. It will be a product of an extensive community engagement process which will continue throughout its operations. The interpretive center will honor and interpret the Dakota sacred site, Wakan Tipi Cave as well as the many traditions and ethnic groups represented in the rich cultural history of this area. It will also include an Urban Oasis café and the building will be available for rent for social and educational events that are acceptable uses of this park and regional trail hub.

Wakan Tipi Center— located at a 27-acre nature sanctuary and significant place in the region's history - will attract new audiences and provide a vital amenity for people visiting the region. (DRAFT 11-9-2014)



## Building Features

**The Interpretive Center will** – (1) Honor, accurately interpret and educate the community about the rich cultural and natural history and features of the site and Lower Phalen Creek Corridor. (2) Honor the significance of Wakan Tipi Cave as a Dakota sacred site. (3) Create a gathering place and visitor facility for the community and visitors from far and wide. Pending final design by the community, the estimated 10,000 sq. ft. building will feature a reception area, classrooms, exhibits, a small performance area and a gallery to showcase and expand the value of the sanctuary as a place for life-long learning and inspiration.



**Wakan Tipi Center will be an attractive and welcoming visitor center for the Bruce Vento Nature Sanctuary and will serve as a place for events, stewardship activities, educational programming, and interpretive exhibits to inspire and inform audiences far beyond the hundreds of school groups and visitors that already have found the sanctuary an urban oasis in the heart of the city.**



**This “Gathering Place” as part of the City of Saint Paul’s Great River Passage Master Plan** – will offering dramatic views of the river and downtown, as well as opportunities for strolling through the sanctuary and biking the network of nearby trails – eventually linking the Bruce Vento Regional Trail to the Sam Morgan Regional Trail and Saint Paul’s Grand Round system.

## Project Leadership

The City of Saint Paul will own the building and the Lower Phalen Creek Project will lease and operate the facility under a long-term agreement with the City.



**Lower Phalen Creek Project**  
733 East 7th Street, Saint Paul, MN 55106

Web Site: [www.phalencreek.org](http://www.phalencreek.org)

**Dan McGuinness, Director**

Email: [dan@dmcguinness.com](mailto:dan@dmcguinness.com) or Phone: 651-260-6260

DRAFT

## Butler, Sonja (CI-StPaul)

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 9:02 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Rebuilding Pelham Boulevard to accomodate bicycles

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**From:** Thomas Kottke [<mailto:tkottke@comcast.net>]  
**Sent:** Monday, December 08, 2014 8:19 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** Stark, Russ (CI-StPaul); Henningson, Samantha (CI-StPaul)  
**Subject:** Rebuilding Pelham Boulevard to accomodate bicycles

Hello.

I have lived in Desnoyer Park for 10 years and my wife walks down Pelham Boulevard twice a day during the week, and I walk on the Boulevard twice a day on week-ends. Both of us observe the very fast traffic on Pelham, particularly south of the interstate. We also observe the terror that many bicyclists experience when riding down the hill next to the golf course. Although the new doppler sign has reduced the high speeds to some extent, I estimate that, at a minimum, 75% of cars are exceeding the speed limit. Now is the time to rebuild Pelham Boulevard with modern road design techniques.

Thank you for your consideration.

Thomas E. Kottke, MD  
571 Otis Avenue  
St. Paul, MN 55104  
Home: 651 330 4782  
Mobile: 612 240 5811



## Butler, Sonja (CI-StPaul)

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 9:14 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Support for the bike plan

-----Original Message-----

From: Pat Thompson [<mailto:pat@marksimonson.com>]  
Sent: Sunday, December 07, 2014 11:58 AM  
To: Collins, Reuben (CI-StPaul)  
Subject: Support for the bike plan

Dear Reuben,

I am writing to add my strong support for the proposed St. Paul Bicycle Plan.

Because I am focused on the northwest corner of the city, as part of the Transition Town - All St. Anthony Park transportation action group, I will focus my remarks on that area, but please know that I am overjoyed to see this city-wide plan that will allow our community to decrease its carbon footprint and improve the health of our people.

The key areas I support for the northwest corner of the city:

1. The addition of a major bikeway between Pierce Butler Route and the U of M Transitway, via the railroad tracks and under Raymond Avenue, is a much-needed connection. This is a key connection to both Minneapolis and the rest of St. Paul. Being able to get to Pierce Butler without navigating the maze of disconnected streets, dominated by trucking businesses, will be a major boon to encouraging cycling from our neighborhood to the rest of the city. And the western connection to the Transitway, obviously, connects us to the entire Minneapolis biking infrastructure.

2. Raymond Avenue itself must be a major bike route, and it is sorely in need of improvement. Because of the railway infrastructure that runs through the neighborhood, there are several choke points that require bikes (and cars) going north-south only this one route, along Raymond, as they access homes and local businesses.

Toward the goal of making Raymond as bike-friendly as possible, given its existing width, I support asking the city and county to administratively change the part of Raymond from Energy Park Drive to Como Avenue from a County State Aid Highway (CSAH) to a city street. As a city street, Raymond could then be designated a 'no trucks' street, which would ban through trucks and the city could also lower the speed limit.

Truck traffic can be routed entirely to Energy Park and then to either Highway 280 or Snelling Avenue. Through truck traffic Northbound on Raymond above Energy Park makes no sense from an access standpoint (the highway is a much better route), and severely limits the bikeability of that stretch, given its narrow overall right-of-way.

As you know, speed reductions reduce our carbon footprint. The truck traffic and high speeds dramatically deter people in my neighborhood from biking. So if Raymond were more bike- and pedestrian-friendly, I am convinced a much greater number of people would leave their cars at home and bike a lot more. This could be very significant in our neighborhood, for reducing our overall carbon footprint.

Raymond Avenue is the key north-south route through this part of the city and if we don't get that right, our entire neighborhood's bikeability will be greatly hampered.

3. The proposed off-street path for Cleveland Avenue, north of Como Avenue is an important part of connecting St. Paul and the U of M campus particularly to Roseville and the northern suburbs. Currently, Cleveland Avenue is almost unusable by bikes because of its width and traffic levels.

4. The off-street paths proposed for Energy Park Drive and Como Avenue will also be great additions to allow east-west travel, as will the connection between Minnehaha Avenue and Territorial Avenue. That last connection is a key part of fulfilling the Charles Avenue bike boulevard so that it connects to the Raymond/University area.

Thank you for all of your work on the plan and I look forward to seeing it come to fruition in the coming years!

--

Pat Thompson

Transition Town - All St. Anthony Park -- Transportation Action Group



## Butler, Sonja (CI-StPaul)

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 9:13 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Proposed bike plan

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**From:** Michael Russelle [<mailto:michael@cedarfencepress.com>]  
**Sent:** Sunday, December 07, 2014 7:49 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Proposed bike plan

First of all, many thanks for the the tremendous vision and detail that the group put into the St. Paul Bicycle Plan. I am not a bicycler, but am a co-leader of our local Transition Town initiative, in which we are working with District 12 to decrease our carbon footprint, increase infrastructure resilience to disruption, and improve social bonds and networks.

I have been unable to attend earlier meetings, but was informed about them through my work as a member of the St. Anthony Park Community Council and its Environment Committee. (I am not writing on their behalf, but on my own.) After reading the current draft, the first impression is that it is outstanding and, if we follow through on the recommendations, we'll easily meet the goal of higher ridership and greater safety for bicycles in St. Paul.

And I am sure you know about a major weakness — the use of Raymond Avenue as a 'major bike route' and as part of the Grand Round. The Raymond Avenue bridge is the only crossing (other than the University of Minnesota Transitway) over a quarter mile valley of a very active freight train corridor on the western edge of Saint Paul. Furthermore, truck traffic is allowed on that section of Raymond, and there has been a remarkable increase in the number of trucks hauling sand and liquids along that route in the past couple of years.

That truck traffic makes biking hazardous. Striping the roadway does little to protect or calm bikers. Furthermore, as more residents of our neighborhood choose to walk or bike to destinations on the 'other' side of St. Anthony Park, the truck traffic is a major and, if nothing else, a disquieting impediment.

Many of these trucks are delivering material for rail shipment in South St. Anthony Park. They are causing roadway damage, worrying parents of children near the route, and reducing the quality of life along that corridor.

The width of the bridge has been sufficient for the community and, except for freight traffic, for the the City until now. But it is not sufficiently wide to do more than stripe the roadway for bicyclists.

One solution to this is to re-categorize Raymond Avenue as a no-truck street and perhaps to impose limits on the number of trucks that may make deliveries to any one local destination. There is an active and viable alternative truck route: Territorial Avenue. This route has excellent access to TH 280 and I94 to the south, 35W to the north.

Revising the 'vision' of Raymond Avenue and the bridge over the railroad to fit that of smaller scale vehicles, bicyclers, and pedestrians will greatly enhance the connectedness of our neighborhood and promote modes of

transportation that reduce our collective carbon footprint. Please consider this request as you revise the St. Paul Bicycle Plan. Thank you, again, for the excellent work on it.

Michael Russelle  
1480 Chelmsford St.  
Saint Paul, MN 55108

651-434-0716  
[michael@cedarfencepress.com](mailto:michael@cedarfencepress.com)

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The task before us amounts to relinquishing our attachment to the unhealthy and unsustainable path we have wandered down over the last two centuries, and returning to the path we have long been on as a species, remembering what we once knew and relishing the wealth of all that is free and in infinite supply:

family and friends,

love and learning,

cultivation and co-creation.

In such relationships and activities lies our real resiliency as individuals and as a species.

- Designing to Avoid Disaster

- Tom Fisher

## Butler, Sonja (CI-StPaul)

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 9:13 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Pelham avenue of st paul bike plan

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**From:** jeff chermak [<mailto:chermajf@hotmail.com>]  
**Sent:** Sunday, December 07, 2014 10:50 PM  
**To:** Collins, Reuben (CI-StPaul); #CI-StPaul\_Ward4  
**Subject:** Pelham avenue of st paul bike plan

Dear Sirs,

I am very interested to comment on the latest version of the St Paul bike plan. As a bicyclist commuter 10 months of the year and a constant instigator for family bike rides I feel uniquely qualified to offer some insight I believe has some civic value. To that point I would ask that as administrators of the St Paul bike plan and city coffers respectively, please make a serious commitment to improving the Grand Round section of Pelham Ave from the River road to the Raymond Green Line station. I believe this is a critical route for bicyclists both recreating and commuting. As it is, this road is dysfunctional at best and dangerous at its worst. The concrete is in varied states of disrepair and is downright a danger to bicyclists year round but especially in the spring when yawning pot holes open up and swallow bikers whole. Ok maybe that is a bit of an exaggeration, however, as a member of the fire dept. in this part of town I have responded to many bicycle accidents on this street in the last few years. The on street share the road signage and the irregular off center lane markings make this road especially confusing for motorists and bicyclists. This is a heavily traveled route that is gaining in popularity despite its hazardous nature. Please help the residents of this area improve this scenic avenue so all can enjoy the benefits of bicycle travel safely between the National Scenic River through St Anthony Park to the U of M on the Grand Round. I could go on at length about the attributes of this route but will spare you as I believe you maybe have heard them before.

Jeff Chermak  
Resident Desnoyer Park  
Paramedic for St Paul Fire Dept  
Grid 1 rep for Union Park District Council(current)  
Desnoyer Park Improvement Association(2009-2013)

## Butler, Sonja (CI-StPaul)

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 9:12 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Feedback on draft Saint Paul Bike Plan

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**From:** Erik Jordan [<mailto:erik@erik.jordan.name>] **On Behalf Of** Erik Jordan  
**Sent:** Sunday, December 07, 2014 11:10 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Feedback on draft Saint Paul Bike Plan

Hello,

I am writing to voice comment and feedback on the proposed Saint Paul Bike Plan. I am a resident of the northwest quadrant of Saint Paul, in Saint Anthony Park, so I will focus my feedback on that area, as well as downtown, where I have a lot of experience.

First, I suggest that you add the names of the committee, person, or groups responsible of for the draft plan into said plan. I think it's important for demonstrating and holding accountability.

As for the specifics of the plan...

I am very pleased to see improvements to the east-west travel corridors through this quadrant. Being a bike commuter into Saint Paul for the past two years, I really grew to feel the friction in getting two and from downtown from my house. As a comparison, I can get into Minneapolis downtown now, from my home, with travel of only five blocks or so on city streets. With the new Dinkytown stretch, the transitway, and the other trails over and by the river, it is an amazing thing. I would love to see the same facility of bike travel in Saint Paul!

I continue to be surprised, however that Pierce Butler is a primary bikeway. If I am reading the map right, there are plans for an off-road path (good) as well as a on-road land (bad). I find Pierce Butler is way to busy, and the traffic to be going much to fast, for it to be a safe bikeway for on-road travel. I strongly encourage moving all bike traffic off the road and onto bike trails.

I am also glad to see the improvement to having an off-road path on Energy Park. One thing that strikes me is that probably improvements to this OR Pierce Butler are needed, since these are largely close and parallel corridors. So, perhaps a focus on just one initially, as an end-to-end solution, would be wiser than working on both simultaneously.

The improvements to Como as an east-west corridor are also welcome. The off-road path from Raymond/Cleveland to Snelling looks great. I am sad to see it is still on-street lanes from Snelling to Hamline (this is the one place I have been hit by a car while biking, incidentally), but I understand there is little opportunity here for off-road paths. It does create a weak link in the Grand Rounds, unfortunately.

Finally, my other major concern in east-west travel in this quadrant centers around doing so in the area just north of University. The plan for a new bikeway from Minnehaha to Transfer road, from Prior to Territorial

Road looks like a fantastic idea. I want to put my strongest support by this. Currently it is very difficult to get from the area around South Saint Anthony Park into Midway because of the railroad area between Prior and Transfer Road. A solution to this is critical in my eyes, and I am glad to see you have something in mind.

You've also addressed many of the north-south travel problem in this quadrant. I am also glad to see the spur running north parallel to Cleveland; this is a difficult-to-bike direction to travel right now (I usually go through the U of M campus or the Fairgrounds) because Cleveland north of Como is dangerous and narrow (and has no bike lanes).

It is unfortunate, however, that the Raymond Avenue corridor, again a part of the Grand Rounds, is such a weak link in the bikeway. I want to strongly encourage the city, therefore, to *put a strong focus on accommodating bike traffic and they complete Phase II and Phase III of the Raymond Avenue redesign effort, schedule of 2015 - 2016.*

My final comments are for downtown bike traffic. My main comment here, since the plan for downtown appears unfinished, is that egress to, and ingress from, the north is very difficult. Improvements are desperately needed here to make it safer for bicyclist to get through the traffic around I-94. I found a very similar story when trying to get into and out of downtown to and from the Summit Hill area. Again, bicyclists are fighting congestion and traffic related to cars getting into I-35E. What Saint Paul really needs are solid off-road feeder trails or pedestrian-type bridges (but for bikes too) into and out of the city, like the new Cedar Lake trail the heads through Minneapolis.

Thanks to you and your team for your work on this project. It's exciting to see a solid vision for Saint Paul bicyclist finally taking shape.

Yours,

Erik Jordan  
1202 Raymond Avenue

## Butler, Sonja (CI-StPaul)

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 9:18 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Saint Paul Bicycle Plan: Letter of Strong Support

**From:** Tom Clasen [<mailto:tclasen@knowlans.com>]  
**Sent:** Monday, December 08, 2014 9:09 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Saint Paul Bicycle Plan: Letter of Strong Support

Dear Mr. Collins,

I am a long-time resident of St. Paul and currently reside in the Lowertown neighborhood. My wife and I are very strong supporters of the draft St. Paul Bicycle Plan, and we'd like to thank you for your excellent work in preparing the plan. I was in attendance at last Friday's (12-5) Planning Commission Public Hearing, and I was gratified to hear all of the public support for the plan. I'd like to add our voices to this support and ask that implementation of the Jackson Street phase move forward as fast as reasonably possible.

I do have one comment regarding the Jackson Street phase of the bicycle plan which I hope will be given strong consideration as the plan details are worked out. In addition to being avid bikers, my wife and I may very well be in the top 5% as far as pedestrian use of downtown St. Paul. We walk nearly everywhere and are very familiar with the sidewalks and streets of downtown and the surrounding areas. As you certainly know, where Jackson Street intersects with both E. 7<sup>th</sup> Street and with Kellogg Boulevard there are two instances of right-turn lanes that are made at a radius as opposed to the normal 90 degree turn of most downtown intersections. It is my experience that these "radius" turns are not amenable to both pedestrians and cyclists. First, they create confusion on the part of cyclists and motorists, typically when the cyclist is proceeding straight through the intersection and a car is turning right, thereby increasing the potential for a collision. Second, the normal 90 degree turns force cars to slow down much more before making the right hand turn. These radius turns allow cars to turn right through the intersection at a much higher speed, again increasing the potential for collision. I would ask that you give strong consideration to eliminating the current configuration of these two turns as the plan is solidified.

Since I don't know the technical term for this type of intersection I've copied the appropriate intersections from Google Maps below.

Thanks again for all your good work. When implemented, the St. Paul Bicycle Plan will have an enormous positive impact on the entire city!

Regards,

Tom Clasen & Wendy Wyatt  
300 Wall Street, #706  
St. Paul, MN  
612-819-9498

Jackson and E 7<sup>th</sup>

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 9:15 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: I support the bike plan!

**From:** Nancy Wiens [<mailto:nancywiens1@gmail.com>]  
**Sent:** Saturday, December 06, 2014 6:03 PM  
**To:** #CI-StPaul\_Ward3  
**Cc:** Collins, Reuben (CI-StPaul)  
**Subject:** I support the bike plan!

Hello Councilmember Tolbert,

I am an enthusiastic bicyclist and I support the St. Paul Bicycle plan. I hope you do too!

I have ridden bicycles all my life, for health and transport and entertainment. I love getting around my city by bike to run errands, visit local shops and restaurants, enjoy a summer afternoon, get some exercise and spend time with friends. I support efforts to make St. Paul a city that promotes bicycling, has a connected bike system, and strives to be a more livable city.

Please push for the adoption of the St. Paul Bicycle plan.

Respectfully,

Nancy Wiens  
1499 Osceola Ave  
St. Paul MN 55105



**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 9:14 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Bike Plan

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**From:** [jane201@comcast.net](mailto:jane201@comcast.net) [mailto:[jane201@comcast.net](mailto:jane201@comcast.net)]  
**Sent:** Saturday, December 06, 2014 6:05 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bike Plan

Mr. Collins,

I appreciate the effort going into improving the bike routes throughout the city and realize the benefits of having this, but do have some concerns related to my past experience with bicyclists.

I am a very recreational biker and probably won't directly benefit from the improvements, but I am often a pedestrian, and have had several experiences that have not endeared me to cyclists. I hope those of you planning this will set aside adequate funding for pedestrian safety and work with very closely to law enforcement to enforce the existing laws regarding right of way, stop signs, and whatever other laws apply.

Jane Amberg

## Butler, Sonja (CI-StPaul)

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Monday, December 08, 2014 9:14 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Testimony on Draft Bike Plan

-----Original Message-----

**From:** Judith McKloskey [<mailto:gabriellemck@comcast.net>]  
**Sent:** Sunday, December 07, 2014 11:30 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Testimony on Draft Bike Plan

Dear Reuben,

Thank you for meeting with me and my husband Dan Shaw the morning of December 2, 2014. We appreciated the overview and background information that you provided. Later that day Dan attended the joint meeting of the CCRC's Parking and Long Range Planning Committee, and we both attended the public hearing on December 5.

I was disappointed that apparently the Capitol City Council never had an open house on the bike plan during the spring of 2014. To me this major missed opportunity means that it is more important to get the word out soon to those who own businesses and live downtown, because the proposed parking decreases will greatly affect them.

At this time I would like to present a few paragraphs of testimony on the draft plan. I have one suggestion that no one mentioned at the public hearing.

My name is Judith McKloskey  
Pioneer Endicott Building  
141 4th St E, Apt 1022  
Saint Paul, MN 55101-2519

My husband and I moved to downtown on the edge of Lowertown one year ago. When our six month lease expired this summer, the biggest factor against our renewing the lease was the lack of convenient, reasonably priced parking for our family and friends when they visit.

When our daughter and granddaughter visit during the weekday, in just a few hours their parking bill in our ramp climbs to \$ 10. Also, within one week, I had three different people tell me that they no longer drive to the St. Paul Farmers' Market because of lack of parking.

I support the bike plan and understand the need for safe routes for all ages and skill levels of cyclists. I agree that a safe downtown loop that connects with other major bikeways is paramount. I know that the Jackson Street redo will almost certainly go through. My suggestion is that the contractor that is selected to do the final planning specifically consider angled parking rather than parallel parking on the side of Jackson Street that will still have parking. It seems likely that would decrease the number of sacrificed parking places at least by a few.

During this next year, when the study continues on the other north-south street of the downtown loop, I would suggest that angled parking be considered.

I suggest that the results of the parking study now in process need to be considered for the final version of the bike plan.

Finally, I believe it is naive for city leaders to ignore the problem of a perceived lack of parking. Either increase the number of parking places and way finding signs, publicize them better, or change the parking fees, but don't ignore the problem.

Judith McKloskey

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Friday, December 05, 2014 11:27 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Bike plan

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**From:** [garyfifield@comcast.net](mailto:garyfifield@comcast.net) [mailto:[garyfifield@comcast.net](mailto:garyfifield@comcast.net)]  
**Sent:** Tuesday, November 11, 2014 10:25 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bike plan

Reuben,  
The plan is great. But it is not perfect, of course. So my obsession is with Prior Ave. and Cleveland Ave. Why would we try to squeeze a bike route on to Cleveland where, north of Randolph it is too narrow to be safe, when we could just extend the already existing bike way on Prior to Randolph. Then jog over to Cleveland and head south where it is wider. Plenty of room for a bike lane there. Ok? Do it;) Gary Fifield  
Mac-Groveland

Sent from Xfinity Connect Mobile App

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Friday, December 05, 2014 11:27 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Bike Plan

-----Original Message-----

**From:** Tim Violet [<mailto:timviolet@comcast.net>]  
**Sent:** Monday, December 01, 2014 8:40 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bike Plan

We have other priorities. Stop at the casual paths and leave the streets as is. But much as the light rail I sense the political forces are behind this and it is already decided.

Tim Violet  
350 St. Peter Street

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Friday, December 05, 2014 11:26 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Bike Plan Comments/Testimony

**From:** M Richard Ireland [<mailto:mrichardireland@gmail.com>]  
**Sent:** Monday, December 01, 2014 11:45 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Cc:** Henningson, Samantha (CI-StPaul)  
**Subject:** Bike Plan Comments/Testimony

I appreciate all the time and thoughtfulness that has gone into the comprehensive bike plan. It is a good plan and strikes a good balance.

There is currently a proposal to prioritize the grand rounds and the downtown loop. This makes sense, but the city should also prioritize the in-street separated bike lanes that connect the neighborhoods to the light rail transit stations.

The current bike plan proposes in-street separated bike lanes for Raymond, Fairview, Hamline, and Western that link to light rail transit stations. These lanes should be prioritized, because they directly feed into the larger transportation infrastructure and make it easier for people of all ages to get around without a car. Connecting our systems is the best way to make this plan work.

For the same reasons, the off-street Lexington bike path and the in-street separated Dale bike path, which currently starts/stops at Minnehaha, should extend another five blocks to University. I understand, because of the highway and safety, that extending this bike infrastructure across Highway 94 may not be feasible. There isn't, however, a logical reason why the proposed bike lanes should not go five more blocks to truly connect the neighborhoods to these two transit stations. Successful bike lanes connect destinations, and right now these two lanes stop tantalizingly close to where people actually want to go.

When the lane ends, it forces a biker to compete with cars (which very few people are aggressive enough to do), ride on the sidewalk (which is dangerous), get off and walk the bike a half mile (which is slow), or take a circuitous route (which is frustrating). Extending the Lexington bike path also has the added benefit of making it easier for residents and tourists to ride LRT to the Lexington station and then take a Nice Ride bike to Como Zoo and Como Park.

--Mark Ireland  
1306 Van Buren  
Saint Paul, MN 55104

*These comments are being provided by me as a resident of the Hamline-Midway neighborhood, and should not be construed as representing the views of any organization, office, or governmental body.*

## Butler, Sonja (CI-StPaul)

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Friday, December 05, 2014 11:26 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: St. Paul Bike Plan

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**From:** Schueller, Dan [<mailto:Dan.Schueller@metc.state.mn.us>]

**Sent:** Monday, December 01, 2014 4:18 PM

**To:** Collins, Reuben (CI-StPaul)

**Subject:** St. Paul Bike Plan

I read the bike plan and it looks pretty good. A few comments/suggestions:

- At the top of page 17, it would be much more accurate to say cycling burns between 30 and 40 calories per mile (or say about 35). Saying it burns so many calories per hour adds an unnecessary element of speed, and makes it inaccurate because if you ride 20mph you burn about 680 calories an hour and at 25mph about 850 calories per hour, both of which are well outside your restrictive range of 300-500 calories (which is only a 9-15mph range).
- Also in that sentence it would be better to replace the word dependable with efficient. Or say affordable, efficient and dependable.
- On page 85, it is silly to include motorists in the sentence "Bicycling on sidewalks....., and can be unsafe for bicyclists, pedestrians and motorists. I bet you won't be able to find one motorist in the history of mankind that was hurt from someone biking on a sidewalk.
- The second sentence in 2.4 on page 16 seriously discredits bicycling by saying "...often providing competitive travel times on short distance trips". My one-way commute to work is 18 miles and takes less time than the express bus and only 10 minutes longer than driving. Better would be: , often providing competitive travel times without the parking or traffic concerns associated with automobiles.
- I saw nothing in the plan about plowing bike lanes and trails in the winter.

Dan Schueller  
5937 Emerson Ave.  
Brooklyn Center, MN 55430  
763-566-6417

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Friday, December 05, 2014 11:26 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: St.Paul Bike Vision

-----Original Message-----

**From:** Mark Schneider [<mailto:msrdhdlbr@gmail.com>]  
**Sent:** Tuesday, December 02, 2014 12:06 AM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** St.Paul Bike Vision

I feel that the city of St. Paul does not need to spend anymore money on expanding bike paths, painting more streets, for the very few people that ride bikes to go to work. I find in my travels thru the city that we are spending a lot of money to benefit the few bike riders. I used to ride a bike thru my neighborhood and city when there were no special lanes. We rode in traffic sharing the road with cars, trucks, buses and no special lanes. On weekends the city closes streets so bike riders can have the whole street to themselves, making the rest of the population find there own way around the closed street. I feel we could find a better use of our tax dollars to benefit more people. Bike paths and street painting should be at the very bottom of the list of things to do in St. Paul. Spending the money to repave the streets would help the bike riders as well motorized traffic. Thank You. Mark Schneider

Sent from my iPhone



## Butler, Sonja (CI-StPaul)

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Friday, December 05, 2014 11:25 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: bicycle plan for St. Paul

-----Original Message-----

From: Jerry-Dianne Stiff [<mailto:stiff001@umn.edu>]  
Sent: Thursday, December 04, 2014 9:03 AM  
To: Collins, Reuben (CI-StPaul)  
Subject: bicycle plan for St. Paul

R. Collins,

In general, I think the "bike plan" is good. It is important to offer smart routes for bicyclers. I am sure there will be modifications to the initial proposals.

The comments from "St. Paul Women on Bikes" (Pioneer Press, December 1) are also helpful. As they suggest, perhaps St. Paul can set a model in educating drivers and cyclists about the rules and common sense of sharing the roads. Maybe a "certificate of training" is possible. In particular, I see two classes of bicyclists needing reminders. (1) Middle school and high school people are often on the street or pedestrian path with me. They seem unaware of the consequences of colliding with a car or a pedestrian. (2) Perhaps this is more for bicycle couriers but is for adults in particular - please don't do those crazy things just because your bicycle can zip between cars. It scares the bejeebers out of me.

Maybe my comments don't count because I live in Washington County.  
Nevertheless, maybe St. Paul can set a good model for everyone sharing the road.  
Sincerely,  
Gerald S Stiff Jr.

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<http://www.avast.com>

**Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Friday, December 05, 2014 11:25 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Bike Plan

-----Original Message-----

**From:** Mike Madden [<mailto:mike@mudpuppies.net>]  
**Sent:** Thursday, December 04, 2014 8:19 PM  
**To:** Collins, Reuben (CI-StPaul)  
**Subject:** Bike Plan

Dear Rueben Collins,

I write in support of the bike plan.

Sincerely,  
Mike Madden  
1768 Iglehart Ave.  
St. Paul, MN 55104

## **Butler, Sonja (CI-StPaul)**

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**From:** Collins, Reuben (CI-StPaul)  
**Sent:** Friday, December 05, 2014 11:27 AM  
**To:** Butler, Sonja (CI-StPaul)  
**Subject:** FW: Saint Paul Bicycle Plan - Updated draft released.

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**From:** We Deliver [<mailto:lylepuppe@hotmail.com>]  
**Sent:** Monday, October 13, 2014 4:40 PM  
**To:** Lisa; Collins, Reuben (CI-StPaul)  
**Subject:** RE: Saint Paul Bicycle Plan - Updated draft released.

I see nothing that addresses the blatant disobeying of traffic signals by bikers. I realize they think they are being picked on with that statement, however I will address it specifically from the viewpoint of a police officer. Anyone who wants to see it should visit Como Ave. at the fairgrounds. The blatant running of stop signs, running crosswalks when they are stopped for pedestrians by police/reserve officers and cutting directing in from of Metro Transit buses is absolutely outrageous. They are insulted when told to stop. They have hit pedestrians in stopped crosswalk and continued on going. Many times people get the middle finger salute from them. End of my comments LCP

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**From:** [d2lisa@qwestoffice.net](mailto:d2lisa@qwestoffice.net)  
**To:** [d2lisa@qwestoffice.net](mailto:d2lisa@qwestoffice.net)  
**Subject:** FW: Saint Paul Bicycle Plan - Updated draft released.  
**Date:** Mon, 13 Oct 2014 11:21:08 -0500

Please see attached-if you have any questions about the plan you can direct them to Reuben Collins at the City at 266-6059.

Lisa Theis  
Community Organizer  
District 2 Community Council  
White Bear Ave. Business Assn.  
Phalen Corridor Business Assn.  
NENDC  
Phone: 651-774-2220 or 651-707-7619  
Fax: 651-774-2135

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**From:** [districtcouncils@googlegroups.com](mailto:districtcouncils@googlegroups.com) [<mailto:districtcouncils@googlegroups.com>] **On Behalf Of** Wanner, Diane (CI-StPaul)  
**Sent:** Friday, October 10, 2014 2:08 PM  
**To:** [districtcouncils@googlegroups.com](mailto:districtcouncils@googlegroups.com)  
**Subject:** FW: Saint Paul Bicycle Plan - Updated draft released.

Reuben Collins asked me to forward this information to you – Diane

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An updated draft of the Saint Paul Bicycle Plan is available on the [project website](#). The updated draft includes some important revisions from the first draft presented in January 2014 in response to public comments received on the draft. Notable revisions include the following:

- An expanded scope to include topics such as bicycle parking, traffic signals, bicycle counting, and other topics.
- A revised title ("Saint Paul Bicycle Plan") that better reflects the expanded scope of the plan.
- An updated format to enhance the readability of the plan.
- Action Items to guide future work.
- Revised and expanded maps to reflect many of the comments received throughout the public comment period for the draft plan.
- Prioritization guidance and implementation recommendations.

You can view and download the plan materials at the [project website](#).

The plan adoption process is anticipated to take several months and will include additional opportunities for public involvement and comment. Dates and times of these opportunities will be presented on the project website as they become available. The plan must be approved by the Transportation Committee and the Planning Commission before receiving final approval from the City Council and the Mayor. It is anticipated that the plan will be presented to the City Council in February 2015.

**Reuben Collins, P.E.**

**Transportation Planner/Engineer**

651-266-6059 | [reuben.collins@ci.stpaul.mn.us](mailto:reuben.collins@ci.stpaul.mn.us)

City of Saint Paul | Department of Public Works | Capital & Transportation Planning  
1500 City Hall Annex | 25 W 4th Street | Saint Paul, MN 55102

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"Lisa  
Theis"